

**Sixth Series, Vol. XIX No. 2**

**Tuesday, November 21, 1978**  
**Kartika 30, 1900 (Saka)**

# LOK SABHA DEBATES

## Sixth Session



**LOK SABHA SECRETARIAT**  
**New Delhi**

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No. 2, Tuesday, November 21, 1978/Kartika 30, 1900 (Saka)

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# LOK SABHA DEBATES

I

## LOK SABHA

*Tuesday, November 21, 1978/Kartika  
30, 1900 (Saka)*

*The Lok Sabha met at Eleven of the  
Clock*

[MR. SPEAKER in the Chair]

### WELCOME TO THE POLISH PARLIAMENTARY DELEGATION

MR. SPEAKER: Hon'ble Members, at the outset, I have to make an announcement.

On my own behalf and on behalf of the Hon'ble Members of the House, I have great pleasure in welcoming His Excellency Mr. Stanislaw Gucwa, M.P., Marshal of the SEJM (Speaker of the Polish Parliament) and the Hon'ble Members of the Polish Parliamentary Delegation who are on a visit to India as our honoured guests.

The other Hon'ble Members of the delegation are:—

(1) Mr. Zdzislaw Kurowski, Member of Parliament.

(2) Mr. Zdzislaw Balicki, Member of Parliament.

(3) Mrs. Danuta Podlowska, Member of Parliament

(4) Mr. Edward Wisniewski, Member of Parliament.

The delegation arrived here this morning. They are now seated in the Special Box. Through them we convey our greetings and best wishes to the SEJM and the friendly people of the Polish People's Republic.

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## ORAL ANSWERS TO QUESTIONS

**Measures to ensure Accident-Free and Dacoit-Free Travel by Railways**

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\*22. SHRI RAGAVALU MOHANA-RANGAM:

SHRI BIRENDRA PRASAD:

Will the Minister of RAILWAYS be pleased to state:

(a) the position regarding accident-free and dacoit-free travel by railways during the last three months as compared to earlier months;

(b) whether it is true that the number of passengers by rail has shown a decline because of hazards of travel by railways; and

(c) the precise protective measures taken to ensure safe travel?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):** (a) to (c). A statement is laid on the Table of the House.

### Statement

(a) During the last 3 months i.e., August to October, 1978 there were 247 train accidents on the Indian Government Railways mostly of minor nature against 258 train accidents of a similar nature during the preceding 3 months i.e., May to July, 1978.

As per information collected from State Police Authorities, during the last 3 months from August, 1978 to October, 1978 there were 19 dacoities and 38 robberies in running trains. Compared to this there were 26 dacoities and 29 robberies during the earlier 3 months from May, 1978 to July, 1978.

(b) No, sir.

(c) Since human failure is the largest single factor responsible for accidents, Safety Organisations on the Railways have been engaged in a relentless campaign to create greater Safety consciousness amongst the staff connected with the running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may lead to accidents. In order to reduce dependence on human element, various sophisticated aids like ultrasonic flaw detectors for wheels, axles and rails, track-circuiting, axle counters, automatic warning system, etc. are being introduced progressively. It has been decided to complete track-circuiting of run-through lines at all the stations on trunk routes by 1981. In addition, track circuiting of 100 vulnerable stations from fouling mark to Advanced Starter will be completed by 30-9-1979.

The responsibility of ensuring the safety of passengers and the security of their belongings rests with the Government Railway Police which functions under the administrative and disciplinary control of the State Governments. The RPF has preventive and detective powers only in respect of railway property.

In the wake of robberies and dacoities in North-South bound trains, on 16-6-78 a high level meeting was held between the officers of the Ministries of Railways and Home Affairs in which certain firm decisions such as prompt channel of communication with the police escort in the centre of the train, provision of powerful torch lights with guards and brakemen and close liaison with the States affected for stepping up police protection were taken.

The Zonal Railways launched a drive to ensure strict adherence to the latest instructions about locking of vestibuled doors between 22.00 hours and 06.00 hours. Besides, travelling Ticket Examiners and Coach Attendants remain vigilant during night time and prevent entry of intruders,

hawkers and unauthorised persons into the Coaches.

The GRP functioning under the State Governments have also intensified the preventive measures adopted by them.

The Minister of Railways had drawn the attention of the Chief Ministers of concerned States requesting them to take firm measures to curb crimes in running trains. The response from the Chief Ministers has been encouraging.

The problem of crimes affecting passenger security and safety of their belongings was discussed in the recent conference of the Chief Ministers.

Though the Railway Protection Force is concerned with the protection of goods entrusted to Railways for carriage and railway materials, in order to instil confidence among the travelling public and deter criminals from operating on trains, over 2000/- armed R.P.F. personnel have been deployed for escorting affected trains in vulnerable sections all over the Indian Railways.

**SHRI RAGAVALU MOHANARAN-GAM:** Mr. Speaker, Sir, it is stated by the hon. Minister in his reply that there were 19 dacoities and 39 robberies in running trains during the last three months from August 1978 to October 1978, whereas during the period from May 1978 to July 1978 there were only 20 dacoities and 29 robberies. While appreciating reduction in the number of dacoities by only one, from 20 to 19, I want to know the exact reasons for 19 dacoities and 38 robberies in running trains especially for the past 3 months. He has given a reply which is a very long reply. But I want to know the exact reasons for the dacoities and robberies for the past 3 months from August to October.

**PROF. MADHU DANDAVATE:** The exact reasons are exactly what I have stated in my written reply.

**SHRI RAGAVALU MOHANARAN-GAM:** Since I am not a technical

man, I am not in a position to understand what exactly he has given in his reply. Because he is a professor, he has given a reply in that way. But I want to know the reasons.

**PROF. MADHU DANDAVATE:** Sir, as far as dacoities and robberies are concerned, we have found out that in respect of certain vulnerable sections where there are certain anti-social elements indulging in crimes outside the railways, the railways are also affected by the same. Whatever is in the well would always come in the bucket and therefore, whatever happens in the adjoining areas and localities, happens on the railways also in those particular vulnerable areas and, therefore, our entire efforts is to identify those areas which are vulnerable for crimes. In those areas we have set up special machinery. When the trains pass through such particular area—for instance, for some time we found that the South bound trains passing through a particular route in Madhya Pradesh and other areas were actually more vulnerable in those areas we posted additional squads with the cooperation of GRP and RPF. We also made additional arrangement that during the night from 10 O'Clock to 6 O'Clock the vestibule doors are being completely closed. This apart additional T.Cs. and other staff have been detailed on trains to see that at night time that particularly a proper check is made and I am glad to inform the House as a result of these measures, particularly in those vulnerable areas, the dacoities and robberies have come down. A concrete instance is that as far as dacoities and robberies in respect of South bound trains are concerned—I am not referring merely to thefts, but robberies and dacoities—after 12th August, by and large no such crime has been committed.

**SHRI RAGVALU MOHANARAN-GAM:** In answer to part (b) of the question viz. Whether it is true that the number of passengers by rail has shown a decline because of hazards of travel by railways, the Minister has said 'no'. I am told by some of the

railway authorities and especially of Delhi-Madras GT Express that the number of travellers from Madras-Delhi has come down. I want to know whether it is true?

**PROF. MADHU DANDAVATE:** I would like to speak on the basis of facts and figures rather than the hearsay on the part of some citizens and some officials. I have already given some details. In 1976-77, and 1977-78, the figures are like this. In 1976-77, in these three months the number of passengers was 881.1 million and in 1977-78, the number has gone up to 987.7 million. These figures have been collected on the basis of tickets sold to the passengers that are carried and we find that as compared to the last year's performance this year's performance has definitely improved.

**MR. SPEAKER:** Ticketless travellers are not included.

**PROF. MADHU DANDAVATE:** Since they were not taken into account last year, they were not taken into account this year also.

**श्री बीरेन्द्र प्रसाद :** लिखित रिपोर्ट में यह क गया है कि 247 दुर्घटनाएं मामूली किस्म की हुई हैं मैं जानना चाहता हूं कि इन दुर्घटनाओं के लिए जिम्मेदारी किस पर है ? दूसरी बात मंत्री महोदय ने कही है कि डकैती और लूटपाट हुई है। इस की भी लिखित रूप से सूचना उन्होंने दी है। और उन्होंने यह कहा है कि जानमाल की सुरक्षा की जिम्मेदारी राष्ट्रीय रेलवे पुलिस की है। मैं यह जानना चाहता हूं कि अगर राष्ट्रीय रेलवे पुलिस उनकी सुरक्षा नहीं कर सकती तो क्या केन्द्रीय सरकार कोई व्यवस्था उस के लिए करेगी ?

**श्री० मधु दण्डवते :** पहले भी मैं ने इस सदन में बताया था कि जो इस प्रकार के ऐक्सीडेंट्स हुए हैं या डकैतियां वगैरह होती हैं, उस में कई जगह पर रेलवे स्टाफ की जिम्मेदारी होती है और कई जगह एक्विपमेंट की जिम्मेदारी होती है। अगर दुर्घटनाओं के बारे में सवाल है तो उस के बारे में मैं बताऊं कि 1978 में 247 छोटे मोटे ऐक्सीडेंट्स हुए, ज्यादातर छोटे ऐक्सीडेंट्स हुए, उस में—  
failure of staff—91, failure of persons other than the railway staff—17, failure of equipment—mechanical—46, track—9, sabotage—1, accidental—23, cause could not be established—2, cases

which have not been finalised so far—58.

मैं माननीय सदस्य को यह भी बताना चाहता हूँ कि जांच करने के बाद जब हम लोने ने देखा कि रेल के कर्मचारी और स्टाफ उस के लिए जिम्मेदार हैं तो इस प्रकार के ऐक्शन हम लोगों ने 1977-78 में लिए हैं --

606 actions have been taken. Dismissal and removal from service 19, compulsory retirement 3, reversion to lower grades 42, reduction in the same grade 46, withholding of increments for varying periods 364, withholding of gratuity 1, stoppage of passes and PTOs 39, censure and warning 90, debarred from promotion 2, total action taken 606.

SHRI K. LAKKAPPA: Mr. Speaker, Sir, you may perhaps remember that in the last session when a question on the dacoities in the South-bound trains was put, the hon. Minister has come out saying that they had taken certain remedial measures. But the image of the Railways, has been completely tarnished.

MR. SPEAKER: Please come to the question.

SHRI K. LAKKAPPA: The dacoities in trains are on the increase.

MR. SPEAKER: Please come to the question. I do not allow any statement.

SHRI K. LAKKAPPA: I cannot tolerate the inefficiency of the Government. I am putting a question on Railways.

MR. SPEAKER: What is your question?

SHRI K. LAKKAPPA: My question is, dacoities are increasing....

MR. SPEAKER: That is information and not a question.

SHRI K. LAKKAPPA: The inefficiency of the Ministry in taking remedial measures.

MR. SPEAKER: Please come to the question.

SHRI K. LAKKAPPA: Why are you interfering? I would request you to allow me to exercise my right as a Member. I am responsible to the people of this country should I not exercise my right?

MR. SPEAKER: You are exercising your right very much; and you are exercising your right in the Question Hour.

SHRI K. LAKKAPPA: I am duly exercising my right and any interference will completely nullify my effective functioning as a Member of Parliament.

MR. SPEAKER: During Question Hour you have only to put questions.

SHRI K. LAKKAPPA: I am only putting a supplementary—a relevant supplementary. The Ministry has been a total failure in not even bringing any remedial measure.

MR. SPEAKER: I am sorry, Mr. Lakkappa.

SHRI K. LAKKAPPA: There is total failure on the part of the Ministry in bringing.

MR. SPEAKER: Don't record.

(Interruptions)\*\*

MR. SPEAKER: Unless you put a question I will not allow it to be recorded.

SHRI K. LAKKAPPA: \*\*

Therefore, I would like to know what effective and streamlining measures the Ministry has thought of and by how much all these things, including robberies, have come down so far, from the last session to this Session, the steps taken, the number of people who have been arrested, and other security measures taken in regard to the travelling public, because travelling by trains has been diminishing now people are scared of travelling by trains. Therefore,

I would like to know what permanent measures have been taken by the hon. Minister?

PROF. MADHU DANDAVATE: Sir, can I exercise my right to reply....

MR. SPEAKER: You can reply only to the relevant questions and not make a counter-speech!

PROF. MADHU DANDAVATE: There is not much to be replied to, I would say that as far as figures are concerned, in the written reply they have already been mentioned.

As far as concrete steps are concerned, not only have I enumerated the various steps I have taken but, in reply to a previous question, I referred to the vulnerable areas and sections. I referred to the concrete action taken, and I also indicated that, after taking the steps explained by me since the 12th June, in the vulnerable areas, particularly in the south-bound trains, no robbery or dacoity has taken place and, as a result of that, whatever be our image in the eyes of the hon. Member, in the eyes of the southern Journals Editors it is different because they have commented and said that as a result of these steps, in the south-bound trains robberies and dacoities have come down.

MR. SPEAKER: We will take up Questions 23 and 34 together.

**Recommendations of Sachar Committee on Companies Act and MRTP Act**

+

**SHRI S. R. DAMANI:**

**\*23. SHRI MANORANJAN BHAKTA:**

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken any decisions on the recommendations made by the Sachar Committee on the Companies Act and MRTP Act;

(b) if so, details thereof; and

(c) whether a decision has also been taken to lower the present ceilings on the remunerations and perks of top executives of private companies and if so, details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). The recommendations made by the Sachar Committee are under consideration of Government and appropriate measures, including legislative amendments, as may be necessary, will be taken in due course.

(c) The Central Government has since issued revised guidelines relating to the remuneration of managing/whole-time directors/managers of public limited companies and private companies which are subsidiaries of public limited companies. A note on this subject is placed on the table of the House.

**NOTE**

Revised guidelines/administrative ceilings on the salary and perquisites/benefits allowable to the Managing Directors, Whole-time Directors, Part-time paid Directors and Managers in Public Limited Companies, or Private Limited Companies which are subsidiaries of public limited companies.

**1. Introduction**

1.1. The expression 'managerial personnel' in relation to companies registered under the Companies Act, 1956 ordinarily refers to the Managing/Whole-time Directors or Managers [as defined under Section 2(24) of the Act] and excludes executives who are not members of the Board of Directors of a company irrespective of the salary paid to them.

1.2. Both the appointment and remuneration of the managerial personnel are subject to the regulatory provisions contained in the Companies Act. As such the approval of the Central Government is required both for the appointment/reappointment of

Managing/Whole-time Directors/Managers and also for the remuneration payable to them during their tenure of appointment.

## 2. Statutory provisions Regarding Limits of Managerial Remuneration.

2.1. While under section 269 read with section 388 their appointment as well as reappointment is subject to the approval of the Central Government, the provisions of sections 309 to 311 read with section 387 govern their remuneration. Section 309 provides, *inter alia*, that the Managing/Whole-time Director may be paid upto 5 per cent of the company's net profits for one such Director and where there is more than one such Director, upto 10 per cent thereof for all of them put together.

2.2. Under section 198, the remuneration payable to all Directors including a Part-time Director is not to exceed 11 per cent of the company's net profits and this percentage is exclusive of the fees payable to the Directors for attending the meetings of the Company's Board of Directors from time to time.

2.3. The remuneration to a Managing Director or Whole-time Director or Manager may, however, be paid to them either by way of monthly payment or as percentage of the net profits or by way of perquisites or by one or more of them. In any case, it will be subject to the limits mentioned above.

## 2.4. Minimum or Protected Remuneration

Section 198(4) of the Companies Act provides, *inter alia*, that where a company has no profits or its profits are inadequate in any financial year, it may, subject to the Central Government's approval, pay to its Directors including any Managing/Whole-time Director or Manager by way of minimum remuneration an amount not exceeding Rs. 50,000 per annum to all of them put together if there are two

or more of them holding office in the company. This limit of Rs. 50,000 could be exceeded with the approval of the Central Government if the latter is satisfied that, for the efficient conduct of the business of the company, the minimum remuneration of Rs. 50,000 per annum, is or will be insufficient.

## 3. Administrative Guidelines

Administrative guidelines were issued in November 1969 governing the remuneration payable to the Managing/Whole-time Directors, Managers of Public Limited Companies and Private Companies which were subsidiaries of Public Limited Companies. In view of persisting doubts regarding the Central Government's powers in fixing ceilings on remuneration, the Companies (Amendment) Act, 1974 introduced certain new provisions which vested the Central Government with specific powers to fix the remuneration of Managing/Whole-time Directors and Managers. The new provisions of section 637AA clearly enunciated the principles that should be kept in view in approving any appointment or in fixing the remuneration of the managerial personnel. It was specifically laid down that the Central Government, while according its approval to managerial remuneration would *inter alia* have regard to "public policy relating to the removal of disparities in income".

## 4. The case for Reduction in Ceilings

The Central Government have carefully reviewed the entire question of managerial remuneration in the context of socio-economic objectives of State Policy and the need for establishing a co-relation in managerial remuneration at comparable levels of responsibility in Government, public-sector undertakings and public limited companies. In this connection, the recommendations of the Study Group on Wages, Incomes and Prices (Bhothalingam Committee) whose report was published in May 1978 as well as



the recommendations of the High-powered Expert Committee under the Chairmanship of Justice Rajinder Sachar have been taken into account. These two Committees had the benefit of the views of various interests and bodies representing the employers, employees, trade unions etc.

#### 5. Revised Guidelines

The following revised guidelines have accordingly been framed for dealing with applications received by the Central Government under Sections 269, 310, 311, 309 and 198, 387 and 388 of the Companies Act 1956:

##### 5.1. Substantive Remuneration

(i) The maximum remuneration payable to Managing/Whole-time or Part-time paid Directors, Managers from one or more companies put together, subject to the statutory limits, has been fixed as under:—

(a) The salary inclusive of dearness allowance and all other fixed allowances should not exceed Rs. 60,000 per annum;

(b) A Commission on net profits upto 1 per cent of the net profits may be allowed in addition to the salary as an incentive for efficient and sound management, but this should be at least 20 per cent of salary subject to an overall ceiling that salary plus commission would not exceed Rs. 72,000 per annum (bonus will be treated as part of commission);

(c) Where a company proposes to pay any remuneration in the form of commission on net profits alone, this shall be subject to a maximum limit of Rs. 72,000 per annum; and

(d) Henceforward, perquisites will be restricted to an amount equivalent to the annual salary subject to a maximum of Rs. 60,000 per annum to be reckoned on the basis of actual expenditure or liability incurred by the company as provided under explanation to section 198 of the Comp-

anies Act, 1956. There would, however, be separate non-inter changeable ceilings for expenditure on pensions, benefits, medical treatment and housing. Within this overall limit, the perquisites that may be allowed by the company will be at under:—

(i) Company's contribution towards Provident Fund:

Non-interchangeable ceiling of 10 per cent of salary.

(ii) Company's contribution towards Pension/Superannuation Fund:

Non-interchangeable ceiling of 15 per cent of salary.

(iii) Gratuity:

Payable in accordance with an approved fund and which does not exceed one-half months' salary for each completed year of service subject to a non-inter-changeable ceiling of Rs. 30,000 or 20 months salary, whichever is less.

(iv) Medical benefits for self and family:

Non-interchangeable ceiling of 1 month's salary subject to a maximum of Rs. 5000 per annum.

(v) Leave and leave travel concession.

(vi) Housing including furniture, fixtures, appliances, gas and electricity—Non-interchangeable ceiling of 40 per cent of salary on the condition that 10 per cent of salary would be borne by the managerial personnel;

(vii) Free use of company's car with driver;

(viii) Personal accident insurance.

(ix) Free telephone facility at residence.

(x) Fees of clubs subject to a maximum of 2 clubs. Admission and life membership fees to clubs will not be allowed.

### 5.2. Minimum Remuneration

In the event of absence or inadequacy of profits in any financial year, a cut of 10 per cent will be imposed on the substantive salary while the ceiling on perquisites will not be altered. (No commission/bonus will be payable in the case of absence or inadequacy of profits).

### 5.3 Exceptions

Expatriates and persons possessing high or rare skills would not be covered by the ceilings on managerial remuneration. These cases will be decided on merits.

### 5.4. Applicability of Revised Guidelines

The revised guidelines will not be applicable to the existing managerial personnel in whose cases approval have already been accorded, for the remaining duration of their current tenure. They will be made applicable to these persons on their reappointment on the expiry of their current tenure.

### Sachar Committee Recommendations to Curb large Industrial Houses

\*34. SHRI EDUARDO FALEIRO:

SHRI ANANT DAVE:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) what are the recommendations made by the Rajinder Sachar Committee with regard to curbing the growth of large industrial houses and reducing the concentration of economic power;

(b) whether Government have accepted these recommendations; and

(c) if so, what action Government have taken to implement the same?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) The recommendations made by the Rajindar

Sachar Committee relating to concentration of economic power are contained in Chapter XX of its Report, copies of which were laid on the Table of the House on the 30th August, 1978.

(b) and (c). The recommendations of the Committee are being considered by Government and appropriate measures, including legislative amendments, as may be necessary, will be taken in due course.

SHRI S. R. DAMANI: May I know from the Hon'ble Minister by what time Government would be able to take decision on the Sachar Committee Report as some of the recommendations such as restriction on inter-corporate investment as well as compulsory reference of all cases involving investment of over Rs. 3 crores to the MRTP Commission will create inordinate deal of uncertainty about new investments coming forth? Secondly, reference of all cases involving investment of over Rs. 3 crores to MRTP Commission will create inordinate delays. I would, therefore, like to know what kind of final decision you are going to take on the recommendations of the Sachar Committee?

SHRI SHANTI BHUSHAN: I am sorry it is not possible to specify any specific time by which Government would be able to take decision on all the various recommendations of the Sachar Committee. I can assure the House that the Government would do its best to take decision as soon as possible. In respect of the recommendations, Government is at present trying to identify those recommendations which require to be dealt with on an urgent basis and take decisions on those recommendations first. But it will try its best to take decision on all the recommendations as early as possible.

SHRI S. R. DAMANI: I am happy that you are considering all these important points. At what time will you announce the Government policy? The Sachar Committee has not made any recommendation regarding definite

limits in respect of managerial pay and perks but left it to the Government to decide in the light of the Boothalingam Committee recommendations. May I know from the Hon'ble Minister what are the basis he has followed in regard to restricting of the remuneration and perks of the managerial staff? It appears that some of the recommendations are ambiguous. Whether Government have forced the ceiling as announced in the guidelines on the subject issued by them and what action is he going to take to plug the loopholes?

**SHRI SHANTI BHUSHAN:** Sir, it is quite true that the Sachar Committee by itself did not make any precise recommendations as to what should be the ceilings on the managerial remuneration. They have made certain recommendations namely, that the company should be divided into different categories and different ceilings may be fixed for different companies falling in different categories. Bhoothalingam Committee has gone into this question and it is after considering the recommendations of Bhoothalingam Committee that the Government has taken the decision and framed the new guidelines lowering the ceilings of managerial remuneration. Now, so far as the question raised by the hon. Member is concerned, that there are some ambiguities in the guidelines which have been issued recently, if the attention of the Government is drawn to any ambiguity, then in that case the Government would be ready to remove that ambiguity.

**SHRI EDUARDO FALEIRO:** Sir, Chapter 20 of this Report to which the hon. Minister has made reference in the context of concentration of economic power, says one thing, that is, "...but the legislative policy of the Government that before any expansion, etc. is allowed, the advice of the Commission should be obtained, has not by and large been followed." Out of 100 applications, 92 per cent to 93 per cent of the applications for expansion of large industrial houses were

not referred to the MRTTP Commission. I would like to know whether pending a study of the recommendations of the Committee, the Minister will abide by the present legislative policy and whether he would as a rule submit all the applications to that impartial body for decision.

**SHRI SHANTI BHUSHAN:** So far as the recommendations of the Sachar Committee are concerned, as I have already said, they are under consideration and appropriate decision as to which recommendation should be accepted or all recommendations should be accepted or some recommendations should not be accepted, can only be taken after the indepth study has been made and the Government at the appropriate level has taken those decisions. So far as the Government's policy in the meantime is concerned, the Government has been following a policy so far under the framework of the present MRTTP Act which gives a discretion either to refer a particular matter to the Commission or if it is not considered necessary to refer the matter to the Commission, to take a decision at the Government level, itself. Now, that policy obviously has to be pursued because till a decision has been taken on the Sachar Committee's Report, Government will have to apply its mind to each case and to determine whether it would be worthwhile to send it to the MRTTP Commission or to take the decision at the Government level itself.

**SHRI EDUARDO FALEIRO:** It is very surprising that the discretion which the Minister mentioned has never been exercised in order to refer these applications to the MRTTP Commission. My second question is that since the Minister says that all these matters and the recommendations are under consideration of the Government, whether the Minister, while inaugurating a seminar on the Report of the Rajinder Sachar Committee on Companies and MRTTP Act organised by Indian Merchant Chamber of Bombay sometime in the second week of

November, said that some of the recommendations will be required to be implemented quickly that is before the budget Session; and a comprehensive legislation on the rest of the recommendations of the Committee will be passed by the next Budget Session of Parliament. Did he make this statement; and if he made this statement, then why did he make a precise statement in the Chamber and comes here with an evasive reply saying that these recommendations will be considered in due course?

**SHRI SHANTI BHUSHAN:** So far as the statement made by the hon. Member is concerned that never any reference has been made to the MRTP Commission. I say that this is not correct. We have made some references to the MRTP Commission also, may be they have been made only recently in the time of the present Government. But some references have been made to the MRTP Commission to the best of my recollection. Now so far as this statement made by me before in a seminar in Bombay is concerned, the Press reports are not completely accurate, because I will state for the consideration of the House exactly what I had said. What I said was that the important recommendations of the Sachar Committee would be considered and an effort would be made to bring a Bill to implement those important recommendations during the Budget Session; may be towards the end of the Budget Session. But, so far as the rest of the recommendations are concerned, comprehensively, it may not be possible to take decisions on them and to draft a comprehensive Bill even by the time of the Budget Session so that the rest of the recommendations will have to wait for some session after the Budget Session. But, obviously, when I say something in the general public I can make a vague statement of this kind, namely, every effort would be made to bring a Bill towards the end of the Budget Session. But when I speak in the Parliament, I cannot get away by making a vague statement. Therefore, if a question is asked, namely, by what date this will be

done, then, naturally, I have to make a correct statement, namely, that we cannot spell out a date. But if the hon. Member would be happy and satisfied and if I repeat the same statement, I say that we shall do our best to bring a Bill during the Budget Session, at least so far as the important recommendations are concerned. I would be happy to make that statement.

**श्री अनन्त बबे:** अध्यक्ष महोदय, जो रिवाइज्ड गाइडलाइन्स इसू की गई हैं, उन में यह है:

"The salary inclusive of dearness allowance and all other fixed allowances should not exceed Rs. 60,000 per annum."

तो मैं मंत्री महोदय से यह पूछना चाहता हूँ कि जो आप ने रिवाइज्ड गाइडलाइन्स इसू की हैं, वे सचचर कमीशन ने जो रिकमेंडेशन्स दी हैं, उन के अनुरूप है या आप ने खुद बनाई है ?

**श्री शान्ति भूषण :** जैसा मैंने पहले बताया है सचचर कमेटी ने कोई फीगर्स स्पेसीफाई नहीं की हैं। उन्होंने खुद कोई गाइडलाइन्स नहीं बनाई हैं बल्कि हम लोगों ने, गवर्नमेंट ने खुद गाइडलाइन्स बनाई हैं जिन में यह रखा है कि जितने भी परक्यूजिट्स हैं उन का कूल खर्चा कम्पनी के ऊपर इन्कम टैक्स के प्रिंसिपल्स के हिसाब से नहीं बल्कि एक्चुअल एक्सपेंसेज के प्रिंसिपल्स के हिसाब से 60 हजार रुपये सालाना से ज्यादा नहीं होनी चाहिए। इसमें एक परक्यूजिट में कम हो सकता है और दूसरे में ज्यादा हो सकता है लेकिन टोटल 60,000 रुपये से ज्यादा नहीं हो सकता।

**MR. SPEAKER:** Q. No. 24.

**SHRI P. VENKATASUBBAIAH:** Please allow us to put more supplementaries on Q. 23.

**MR. SPEAKER:** Five questions have been put. They are more or less the same. They are identical questions.

**PROF. P. G. MAVALANKAR:** There are two questions taken together. Why are there no supplementaries at all? Putting supplementaries is our right and we are being denied it; let Mr. Venkatasubbaiah put a Supplementary. I do not insist that I should put one. But our rights must be protected.

(Interruptions)

MR. SPEAKER: I have called Question No. 24. Whether it is sufficiently answered or not, it is for the Speaker to see. Q. No. 24.

### रेलवे की घाटा

\* 24. श्री सुरेन्द्र विक्रम : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय रेलवे चालू वर्ष में घाटे पर चल रही है; और

(ख) यदि हां, तो उसके मुख्य कारण क्या हैं ?

रेल मंत्री (प्रो० मधु बंडवले) : (क) और (ख) यद्यपि चालू वर्ष के प्रथम छः महीनों के वित्तीय परिणाम बजट प्रक्षेप के अनुरूप नहीं हैं तथापि वर्ष के अन्त में रेलों की वास्तविक वित्तीय स्थिति के बारे में भविष्यवाणी करना सम्भव नहीं है। लेकिन हमें आशा है कि वर्ष के शेप महीनों में वित्तीय स्थिति में सुधार होगा क्योंकि ये महीने ग्रामतोष पर माल यातायात की दृष्टि से व्यस्त होते हैं।

श्री सुरेन्द्र विक्रम : माननीय अध्यक्ष जी, मंत्री जी के उत्तर से ऐसा प्रतीत होता है कि अभी तक रेलवे घाटे की ओर चल रही है। क्या माननीय मंत्री जी ने मालूम किया है कि इस के विशेष कारण क्या हैं ?

प्रो० मधु बंडवले : मान्यवर, रेल का बजट पेश करते समय जो हम लोगों ने खर्च का अन्दाजा लगाया था, उस के बाद जो सर्व साधारण बजट पेश किया गया, उस में कई नई जिम्मेदारियाँ रेलवे पर आईं। मैं बताना चाहता हूँ कि जनरल बजट में एकसाइज इयूटी बढ़ाने के बाद 19.5 करोड़ की नयी जिम्मेदारी रेलवे पर आयी। डियरनेस भलाऊंस की दो इन्स्टालमेंट देने का कबिनेट द्वारा फैसला करने के बाद 17.5 करोड़ की नयी जिम्मेदारी आयी। स्टील के दाम बढ़ाने का निर्णय लेने के बाद नयी जिम्मेदारी रेलवे पर आयी जो कि 10 करोड़ की जिम्मेदारी थी। साथ ही साथ कोयले के यातायात में कमी हो गयी। अप्रैल और मई महीनों में सिगरैनी कोलरीज में स्ट्राइक हुई। इस की वजह से सात लाख टन कोयले का यातायात कम हो गया। यह यातायात जो साधारण तथा सिगरैनी कोलरीज से होते रानीगैज और भरिया—उत्तर की माईंस—से, ईस्टर्न माईंस से सारा यातायात दक्षिण तक करना पड़ा और हमारी लीड बढ़ गयी। यह सारी जिम्मेदारी हम पर आने की वजह से और यह सारा बोझ हम पर आने की वजह से इस हद तक हमें यह घाटा आया है। लेकिन हमें पूरी आशा है कि आने वाले चार महीने ट्रैफिक के क्वाल से अच्छे होंगे और हम इस घाटे को मेक अप कर पायेंगे। हमें पूरी आशा है कि आगे जा कर हमारी प्रगति हो सकेगी।

श्री सुरेन्द्र विक्रम : क्या माननीय मंत्री जी यह बताने की कृपा करेंगे कि यह घाटा यातायात में आया है या माल ढोने में आया है ?

प्रो० मधु बंडवले : पैसैंजर्स में हमारी भरनिंग बढ़ी है। माल-लदान में कमी होने की वजह से फोट. भरनिंग कम हो गयी है। इसलिए फोट और पैसैंजर्स भरनिंग में कुल मिला कर घाटा 46.43 करोड़ रुपये का रहा।

SHRI M. RAM GOPAL REDDY: The Railway Minister is a clever man. Why did he not foresee the amount that he has to spend on other things? If he had foreseen it, at least he would have made it up in some other way. During the 8 months the Railways have suffered losses. How is it going to make up those losses in the remaining four months?

PROF. MADHU DANDAVATE: In the coming months our usual statistics for the last several years indicate that the coming months from October onwards are the best from the point of view of traffic. We are trying to monitor our system in such a way that in the coming months our movement will be increased and already the trend has begun in the month of November, (2) We are going to see that with vigorous efforts we will review the inventories; we will have better watch on the working expenses and will make up for the losses so that the surplus can be protected.

SHRI P. VENKATASUBBAIAH: Is the Minister aware of the fact that the loss to the Railways is mainly due to the diminishing of the goods traffic? Is he also aware of the fact that now the people have completely lost confidence in safe delivery of the goods by the Railways with the result that they have taken to trucks and now there is a premium of Rs. 17,000 to Rs. 18,000 on a chasis of a truck? May I know whether this fact has been considered by the Minister? If so, what steps he is going to take to see that the goods are delivered safely and also in time and restore confidence among the people with regard to sending their goods by rail?

**PROF. MADHU DANDAVATE:** Generally, the inferences drawn by the intelligent hon. Member are not wrong but in this case, he is completely disillusioned. I think his inferences are very wrong. Firstly, it is wrong to say that those who want to have the traffic of various goods and commodities, they have lost confidence in the Railways. On the contrary, the number of indents on the Railways is growing. In fact, we are not able to cope with the requirement. As far as movement is concerned, those who want to move their commodities on long distance, they always prefer bulk movement through the Railway. As far as short distance is concerned, they always prefer the movement by the motor transport.

**SHRI P. VENKATASUBBAIAH:** From my State to Calcutta goods are being taken in trucks.

**PROF. MADHU DANDAVATE:** As far as this point is concerned, on more than one occasion I had clarified that it is not because there is inefficient conduct of our train movement that they are not preferring trains. The fact is that during the last one year the traffic has been largely erratic and I have already indicated that. Formerly, there were some imports. Now the imports have completely been stopped. Formerly some foodgrains were coming to the Bombay Port. Therefore, they were moved to small distances by trains. The same is the case about Calcutta and Kandla. Now, the food imports are stopped. The entire food movement has been undertaken from Haryana and Punjab to South and as a result of that the lead has increased. Therefore, our wagons are getting locked up for a number of days and that is why, we are not able to meet the indents that are already registered. The very fact that the demand that is put on the wagons is more and we are not able to meet the requirement, shows that there is no lack of confidence in the Railways.

**SHRI YADVENDRA DUTT:** The hon. Minister has just said that the

loss of railway income was on goods traffic. Is it a fact that due to competition by the roadways trucking business, there has been a loss and combined with it, heavy pilferage of goods have led to this loss?

**MR. SPEAKER:** He has already answered that question.

### Change in System of Railway Finance

\*25. **SHRI CHITTA BASU:** Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have any specific proposal to bring about any change in the system of Railway finance which has remained unchanged since 1924; and

(b) if so, essential features of the proposed changes?

**THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE):** (a) and (b). An Expert Group was constituted to go into all aspects relating to the Railways' Capital Structure. The Group has recently submitted its report which is under the consideration of the Government.

**SHRI CHITTA BASU:** It is well known that the surplus created by the Railways generally goes to the General Revenues by way of repayment of tax which, according to my estimate, comes to Rs. 360.68 crores. Now, the hon. Minister during the Budget speech has mentioned that he has under his contemplation to make the suggestion to the Finance Ministry of the Government of India to the effect that the accumulated debts either be written off or added to the capital at charge and there is creation of the development fund so that the increasing social burden on the Railways and increasing demand for new construction of lines can be met. May I know from the hon. Minister whether the Expert Committee, as has been mentioned by him in his reply, has considered these



two specific suggestion offered by the hon. Minister himself? If so, what is the decision of that Expert Committee on these two specific suggestions, whether they have accepted them or rejected them?

PROF. MADHU DANDAVATE: The aspects to which the hon. Member has made a reference are correct. I myself have pointed out that one of our troubles in the railway finances is that though we are able to mop up substantial surplus, the entire surplus is wiped out in repaying past debts which hold to Rs. 368.68 crores as on 1st April, 1978. To give a concrete instance, whereas I have projected a surplus of Rs. 89 crores last year, the actual surplus is Rs. 126.23 crores. But because the past debt was of the order of Rs. 368 crores, it is almost utilised in repaying old debts and therefore, the Expert Group that was set up was given specific terms of reference on all the three aspects to which he has made a reference, viz., firstly, the question of over-capitalisation, secondly, writing off the past debts, thirdly, including the entire past debts as capital at charge and paying a dividend of 6 per cent and lastly, building up a development fund out of the protected surplus. All these problems were referred to the Expert Group. They have given their findings, but it is not customary to reveal them now and so long as the report has not been finally considered by the Railway Ministry, I cannot reveal the details about this confidential Report submitted to us.

SHRI CHITTA BASU: May I, at this stage, have the assurance from the hon. Minister that he would give the essential features, if possible, of the recommendations of this Group?

MR. SPEAKER: Not before he has examined.

SHRI CHITTA BASU: They might have recommended something. He said in the course of his reply that the Group has recently submitted its

Report which is under the consideration of the Government. I only want to know the major recommendation of the Group. I am not asking whether the Government has accepted it or rejected it, but I think he can reveal to the House the major recommendation made by the Group.

PROF. MADHU DANDAVATE: All that I can say is that on all the aspects that he has referred to, the recommendations have been given to us, but I cannot reveal them.

PROF. P. G. MAVALANKAR: Mr. Speaker, Sir, I do appreciate the point made by my friend, the Minister that the nature and the substance of the recommendations cannot be revealed at this stage, that he cannot say today what it contains, and, in fact, I am not referring to that aspect of the matter at all. But I hope, Sir, he will recall his own assurance towards the end of his speech during the last Session on Railway Demands when I made this point along with many others that when the railways make certain surpluses, they should be able to get moneys for their own development, particularly for the new railway lines. At that point of time, the Minister categorically assured this House that the matter was already taken up with the Planning Commission and the discussions were going on, and if I remember aright, he also gave us some kind of hope that the thing will be settled soon and he will be able to make improvement in the finances of railways so that the past debts from 1924 onwards will be wiped off in a large way. May I know whether he is able to tell us now something more concrete and purposeful and hopeful in this direction?

PROF. MADHU DANDAVATE: Before I present the next Budget to this House I will be able to give a definite indication as to what has been the final decision in consultation with the Planning Commission and the Finance Ministry. Also, the recommendations have to go before the Railway Convention Committee which has been ap-

pointed by this Parliament and then only the decisions will be taken.

**SHRI P. M. SAYEED:** Mr. Speaker, Sir, may I know from the hon. Minister what is the total amount of suspense account for the year 1978-79 and which are the parties?

(Interruptions)

**PROF. MADHU DANDAVATE:** As far as this financial year is concerned, already, expecting that there will be certain burdens that will be falling on the railways, we always make a certain provision within the budgeted amount to see that certain amounts can be adjusted against some of the additional burdens that will be coming up. And we have already made a provision.

**MR. SPEAKER:** Have you got the figure? He wanted to know the amount? (Interruptions)

**PROF. MADHU DANDAVATE:** I will give. The outstandings against traffic suspense (as on 31st March, 1978) are of the order of 125.51 crores. (Interruptions)

**SHRI P. M. SAYEED:** What I asked was, who are the parties from whom the amounts are due.

(Interruptions)

**MR. SPEAKER:** Don't record.

(Interruptions)\*\*

**PROF. MADHU DANDAVATE:** I will require a separate notice to give that.

**MR. SPEAKER:** Question No. 26.

**Retention of Designation of 'Distributor' by Burmah Shell**

**\*26. SHRI PIUS TIRKEY:**

**SHRI SHYAM SUNDER GUPTA:**

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the designation 'distributor' is still retain-

ed by the Burmah Shell even after its nationalisation;

(b) whether it is also a fact that such designation in the case of Hindustan Petroleum Corporation Limited is only re-sellers; and

(c) if so, whether Government propose to abolish the designation 'distributor' in the Burmah Shell and if not, the reasons thereof?

**THE MINISTER OF PETROLEUM, AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) Yes, Sir.

(b) Hindustan Petroleum Corporation use both the designations of distributor and reseller depending upon the products sold.

(c) It is for Bharat Petroleum Corporation to decide about changes in such designations depending upon the necessity for such changes.

**SHRI PIUS TIRKEY:** I would like to know whether the hon. Minister will ask the BPC to abolish distributorship to eliminate intermediary interest. (Interruptions)

**SHRI H. N. BAHUGUNA:** The elimination will not fulfil the purpose intended by the Member.

**MR. SPEAKER:** Whether the name should be distributor or re-seller—I do not know how the question was allowed.

**SHRI PIUS TIRKEY:** I would like to know whether the officials of BPC have maintained the distributorship to give undue favour to a particular firm. If so, what action the hon. Minister proposes to take against such corrupt officials.

**MR. SPEAKER:** It does not arise from the main question.



SHRI H. N. BAHUGUNA: I am sorry. This is an assumption. If any specific case is made out, I will certainly look into it.

SHRI SHYAM SUNDER GUPTA: Will the hon. Minister inform the House as to whether the Government knows that there is rampant corruption prevalent in all such corporations. .

MR. SPEAKER: That does not arise.

SHRI SHYAM SUNDER GUPTA: The question has not been drafted properly. The question was about intermediary interest, that is what was meant. I would like to know whether the Government knows that there is rampant corruption in these corporations. What are the steps the Government proposes to take to eliminate corruption?

MR. SPEAKER: The question asked was whether the name was 'distributor' or 're-seller'. This question should not have been allowed. Anyway it has been done.

SHRI SHYAM SUNDER GUPTA: The question was about intermediary interest.

#### उर्बरकों के उत्पादन में कमी

\* 27. श्री अनन्त राम जायसवाल: क्या पेट्रोलियम, रसायन और उर्बरक मंत्री 1 अगस्त, 1978 के अंतरांकित प्रश्न संख्या 2198 के उत्तर के संदर्भ में निम्नलिखित जानकारी दर्शाने वाला विवरण सभा पटल पर रखने की कृपा करेंगे कि :—

(क) सरकारी क्षेत्र के उन कारखानों के नाम क्या हैं जिनके उत्पादन में कमी हुई है और उसके क्या कारण हैं ;

(ख) विभिन्न सरकारी, गैर-सरकारी तथा सहकारिता क्षेत्र के कारखानों में जनवरी 1978 से 31 अक्टूबर, 1978 तक के दौरान 1977 की उसी अवधि की तुलना में नाइट्रोजन तथा फास्फेट्री उर्बरकों का कितना उत्पादन हुआ ; और

(ग) सरकारी क्षेत्र के उन उर्बरक कारखानों के प्रबन्ध में, जिनके उत्पादन में कमी हुई है, सुधार करने के लिए सरकार द्वारा (उन कारखानों के प्रबन्ध

प्रबन्ध के लिए यदि कोई कार्यवाही की गई है तो उसके सहित) क्या कदम उठाये गये हैं, और यदि नहीं, तो उसके क्या कारण हैं ?

THE MINISTER OF PETROLEUM, AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) to (c). A statement giving the required information is laid on the Table of the House.

#### Statement

(a) During January—June, 1978 the production of Nitrogen in the following public sector fertilizer factories was lower compared to the production during the corresponding period in 1977:—

1. Sindri
2. Namrup
3. Durgapur
4. Barauni
5. Trombay
6. Nangal
7. Cochin
8. Rourkela

The only fertilizer factory where there was a light shortfall in production of phosphate was Trombay.

The shortfall in production was generally due to a variety of reasons such as power interruptions, labour problems, mechanical break-downs and planned shut downs for carrying out modifications.

(b) The production of nitrogen and phosphatic fertilizers in the different factories during January, 1978 to October, 1978 vis-a-vis the same period in 1977 is given in Annexure I.

(c) The shortfall in production during January—October, 1978 was also mainly due to the reasons given in the answer to part (a) of the Question. Many of these shortfalls arise from factors over which Management has little control and so the question of taking any action against the management does not arise. Government is, keeping a close watch on the per-

formance of all the fertilizer units and steps are being taken, wherever necessary, to remedy defects and to improve production. The major steps taken in the recent past include re-

organisation of FCI and National Fertilizers Ltd. into five companies and the decision to provide captive power facility wherever necessary.

# ANNEXURE I

(b) Production of Nitrogen and Phosphate during Jan-Oct., 1977 and Jan.-October, 1978.

(1) Nitrogen

(000 tonnes)

(A) Public Sector		Jan. 77- Oct. 77	Jan. 78- Oct. 78
Sindri . . . . .		14.5	0.2
Gorakhpur . . . . .		71.0	77.3
Namrup . . . . .		39.8	31.7
Namrup Exp. . . . .		43.4	49.7
Durgapur . . . . .		60.0	16.4
Barauni . . . . .		28.8	29.3
Trombay . . . . .		73.0	69.7
Trombay IV . . . . .		..	10.4
Nangal . . . . .		51.8	53.8
Nangal Expansion . . . . .		..	23.9
Bhatinda . . . . .		..	..
Panipat . . . . .		..	..
Udyogamandal . . . . .		41.0	42.3
Cochin I & II . . . . .		73.4	75.4
Rourkela . . . . .		63.8	58.5
Neyveli . . . . .		39.6	39.9
Madras . . . . .		116.8	129.1
By-products. . . . .		17.7	17.0
TOTAL (A). . . . .		734.6	725.6
(B) Private Sector			
Varanasi . . . . .		3.9	4.3
Ennore . . . . .		7.1	6.9
Baroda . . . . .		130.5	129.3
Vizag . . . . .		54.6	52.0
Kota . . . . .		99.4	81.7
Kanpur . . . . .		160.0	153.8
Goa . . . . .		125.0	121.2
Tuticorin . . . . .		124.8	123.7
Mangalore . . . . .		61.3	82.6
By-products . . . . .		2.8	2.3
TOTAL (B). . . . .		769.4	757.8

(A) Public Sector		Jan. 77- Oct. 77	Jan. 78- Oct. 78
(C) Co-operation Sector			
IFFCO	.	166.9	182.9
G. TOTAL (A+B+C)		1670.9	1666.3
(2) Phosphate			
(A) Public Sector			
Trombay	.	33.6	30.6
Trombay IV	.	..	10.2
Udyogamandal	.	22.8	22.6
Cochin II	.	19.0	31.9
Madras	.	73.2	91.3
Sindri	.	..	1.1
Khetri	.	-	4.4
S. S. P. Units	.	11.5	13.9
TOTAL (A)	.	160.1	206.0
(B) Private Sector			
Ennore	.	8.8	8.8
Baroda	.	27.7	29.1
Vizag	.	60.1	52.7
Goa	.	26.1	25.5
Tuticorin	.	7.6	24.6
S. S. P. Units	.	109.2	116.4
TOTAL (B)	.	239.5	257.1
(C) Co-operative Sector			
IFFCO	.	118.9	147.3
GRAND TOTAL (A+B+C)	.	518.5	610.4

श्री अमरनाथ राम जायसवाल : मंत्री महोदय ने जो विवरण रखा है, उससे पता चलता है कि दुर्गापुर, सिन्दरी और राउरकेला आदि कई कारखानों में जनवरी-अक्तूबर, 1977 की तुलना में जनवरी-अक्तूबर, 1978 के दौरान नाइट्रोजन खाद का उत्पादन कम हुआ है। मैं यह जानना चाहता हूँ कि इस का कारण क्या है।

श्री हेमवती मन्मथ बहुगुणा : यह कुछ हद तक सही है कि कुछ कारखानों में जनवरी-अक्तूबर, 1977 के मुकाबले में जनवरी-अक्तूबर, 1978 की अवधि में उत्पादन कुछ कम हुआ है। उदाहरण के लिए सम्बरी का पुराना कारखाना बिल्कुल बन्द कर

दिया गया है। इसलिए वहाँ उत्पादन कम नहीं हुआ है, बल्कि बिल्कुल बन्द हुआ है। उत्पादन कम दिखाया गया है लेकिन वह कारखाना अब चलने वाला नहीं है। उसी तरह गोरखपुर में तो बढ़ा है। 71 से 77,000 टन हुआ है। दुर्गापुर में लम्बी हड़ताल चलने के कारण और बिजली की इन-स्टेबिलिटी के कारण उत्पादन में कमी आई है। इसी तरह नाम रूप में भी थोड़ी कमी आई है। उस में बिजली की और कुछ उस के जो उपकरण हैं उस की कमी के कारण कमी आई है।

श्री अमरनाथ राम जायसवाल : नाइट्रोजन खाद के क्षेत्र में सरकारी क्षेत्र में कारखाने लगभग दुबने

हैं लेकिन पैदावार का मुकाबिला करें तो सरकारी क्षेत्र में कम है और गैर-सरकारी क्षेत्र में 77 और 78 दोनों में ज्यादा है। तो क्या संजी महोदय बताएंगे कि दोनों की अलग अलग शक्यता क्या है और दोनों में लगा हुआ कैपिटल बैरीड और फिक्स्ड अलग अलग गया है तथा दोनों का नेट मुनाफा क्या है ?

श्री हेमवती नन्दन बहुगुणा : इस के लिए तो मुझे नोटिस की जरूरत होगी।

SHRI DWARIKADAS PATEL: May I know from the Hon. Minister whether IFFC made a profit of 30 crores out of a sale worth Rs. 146 crores and this profit has been transferred to losing fertilizer factories? These factories are making luxurious expenditure at the cost of the poor cultivators. May I know whether the Hon. Minister will look into the matter and save the poor cultivators?

SHRI H. N. BAHUGUNA: The Hon. Member wants to know whether we will reduce the prices for the cultivators?

SHRI DWARIKADAS PATEL: The IFFC Factory has made a profit of Rs. 30 crores out of a sale of Rs. 146 crores, other factories are losing and so this profit is transferred to other factories. But those factories are making luxurious expenditure although they are losing and they are making a profit at the cost of the cultivators. May I know whether the Hon. Minister will look into the matter?

SHRI H. N. BAHUGUNA: It is not correct to say that IFFC is making a profit and others are making losses because of some luxuriant expenditure made by them. The hard fact is that, fortunately, IFFC has been wise in its choice of technology, equipment, etc. while some of the public sector factories fell into some other wrong track. Therefore, there has been loss of production in those factories compared to the capacity established and therefore, the pricing pattern or profitability has been different with regard to IFFC and the other factories. But, in the totality of it, all fertilizers

go to the cultivators. If the prices are not pooled and things, ultimately, are not done in that way, it will mean that there will be a number of prices for different types of fertilizers and some will cost much higher than expected. Therefore, the net result will not be in favour of the peasants.

SHRI SOMNATH CHATTERJEE: Part (c) of the question refers to steps taken by the Government for bringing improvement in the Management and it also refers to the action, if any, taken against inefficient management. In answer to part (a) of the question, the Hon. Minister has referred to various supposed causes for the fall in production, except management problems and, in answer to part (c), he has completely exonerated the Management. The answer was obviously prepared by the Department the persons against whom there are charges of inefficiency, have prepared the answer and exonerated themselves, and the Minister has repeated it here. Has he undertaken any study in depth or even otherwise, as to whether inefficient management has anything to do with the fall in production because this has become a regular complaint from the employees and other persons. It is very unfair, at this stage, to give a complete clearance to the Management. I would like to know how the Minister came to this decision.

SHRI H. N. BAHUGUNA: So far there has never been any complaint of a general nature involving all the factories, charging them with inefficiency? There is even an Hon. Committee of this House, on Public Undertakings, as a watch-dog of this House, to say what it has to with regard to the efficiency or inefficiency of the Management. I am not neither trying to hide nor trying to bolster up anybody on this country. All that I would like to say is that there is nothing of the type, of a general, nature. Specific cases of failure of administration, are always taken note of.

**SHRI SOMNATH CHATTERJEE:** If the answer is 'Yes', I want a clarification from him. The question of taking action against the management does not arise..... (interruptions).

**MR. SPEAKER:** No, no. Mr. Ravi.

**SHRI VAYALAR RAVI:** Certain fertiliser units continue to be sick for the last many years. The hon'ble Minister is aware of the FACT as well as the Cochin Plant and naturally the production has not improved so far. But the price of fertiliser will increase. The farmers will be affected by this increase in price. Again this increase in fertiliser price will further increase the agricultural produce. Ultimately the consumers will be affected. It is a chain reaction. I would like to know from the hon. Minister what concrete steps are taken to improve the production of these factories—FACT as well as Cochin Plant—not only in regard to machinery but managerial also.

**SHRI H. N. BAHUGUNA:** I am happy to see that Cochin Plant has started looking up and many defects have been removed. Technical defects have been identified and removed and Cochin Plant has started looking up and we expect it to be performing much better than it was before. So far as the Udyog Mandal is concerned FACT is concerned, we have a problem in this age of the plants in FACT. The plant has aged and it will require renovation, expansion and diversification and all those points are under consideration.

#### **Contracts for Off-Shore Drilling**

**\*28. SHRI SARAT KAR:**

**SHRI AINTHU SAHOO:**

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Oil India or ONGC have sought clearance from Government for awarding contracts for drilling work in its 12,000 square km.

offshore concession off the Orissa coast and 68 km. area on-shore in Mahanadi Basin;

(b) if so, whether the company has concluded negotiations for drilling contracts with foreign firms and has left the final selection of the party to Government; and

(c) if so, whether its plan is also to set up own data processing facilities at Paradeep in Orissa for its on-shore concession and if so, the details thereof?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):** (a) Oil India Limited has been awarded concession for oil exploration in Mahanadi Delta over an area of 6800 sq. kilometres on-shore and 12,000 sq. kilometres off-shore. The company proposes to carry out exploratory drilling in the off-shore area.

(b) Oil India Limited has received a number of offers from drilling contractors/firms which are in the process of being evaluated.

(c) The company proposes to set up its data processing facility at Duliaganj in Assam.

**SHRI SARAT KAR:** While thanking the Government that it has been decided to explore the off-shore and on-shore area of Orissa coast, I would point out that the answer given by the hon. Minister is not specific. The question was specific. Part (b) of the question states: "if so, whether the company has concluded negotiations for drilling contracts with foreign firms and has left the final selection of the party to Government?" I would like to know whether the finalised evaluation is at the end of the Ministry or at the end of the company so that the drilling work can start earlier.

**SHRI H. N. BAHUGUNA:** I have already replied that they have received a number of contracts for drilling work. They are being processed and they are being evaluated by the company. They will process them and come to Government for finalisation.

**SHRI SARAT KAR:** Whether there is a time-bound programme before the company so that the work could start immediately. You have already answered that Data Processing Unit will be in Assam. It will be a far off place from Orissa. It is not convenient for them to do the data processing from such a long distance. Whether the Minister can propose that it can be set up in Orissa?

**SHRI H. N. BAHUGUNA:** So far as the first part is concerned, not a day will be last in doing the thing and the oil India are doing it, as far as we can say, very efficiently. There will not be a day lost in completing the evaluation. So far as the Government is concerned, we will take the earliest possible decision in the matter. So far as the question of locating the data processing units is concerned, it is for Oil India to decide and they decided to do it in Assam. I do not want to withdraw it so far as their area of operation is concerned, that is, Assam.

**DR. SUBRAMANIAM SWAMY:** The Minister, Mr. Bahuguna, is very clever. I would like to know whether this contract is part of a general plan to make India self-sufficient in oil. I would also like to know what is the basis for selecting this particular contract; whether the Minister is aware that Indian Ocean is a vast reservoir of oil; whether he has a long range plan for drilling oil and making India self-sufficient in oil.

**SHRI H. N. BAHUGUNA:** Though the question is a wide one, but it is admitted that there are lot of areas in the Indian Ocean where oil is expected to be available. Mahanadi off-

shore is one such area and we expect oil there unless luck decides it otherwise.

**श्री भारत सिंह चौहान :** क्या शासन को यह जानकारी है कि 20 साल से मध्य प्रदेश में नबंदा की घाटी में पेट्रोल का एक बहुत बड़ा स्रोत उपलब्ध है। वहां के स्थानीय लोग लगातार इस बात का प्रयत्न करते रहे कि उस स्रोत का नाप लिया जाय। क्या शासन इस सम्बन्ध में प्री०एन०जी०सी० को कोई प्रादेश देगा कि इस स्रोत का भी लाभ उठाया जाय। यह स्रोत भ्रंशलेखर से नबंदा की घाटी तक सैकड़ों मील में फैला हुआ है, लेकिन अभी तक इस का लाभ नहीं उठाया गया। आज जिस तरह से भाद्र-भोर और समुद्र में तेल के लिए प्रयत्न किया जा रहा है उसी तरह से यदि मध्य प्रदेश के इस स्रोत का उपयोग किया जाय, तो इस से बहुत लाभ हो सकता है।

**श्री हेमबती नम्बन बहुगुणा :** मान्यवर, प्रश्न तो मूल प्रश्न से सम्बन्धित नहीं है, लेकिन मध्य प्रदेश में कहीं भी तेल मिलेगा, तो जरूर जायेंगे, लेकिन ऐसी कोई प्राप्ति नहीं है।

#### Criteria for Railway Electrification

\*29. **SHRI O. V. ALAGESAN:** Will the Minister of RAILWAYS be pleased to state:

(a) the criteria generally followed for taking up schemes of electrification on Railways; and

(b) the schemes of electrification proposed to be taken up in the Sixth Plan and their estimated cost?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) Electrification requires large initial investment and is justified economically on sections carrying high densities of traffic which cannot be managed with steam traction and where electric traction is cheaper than dieselisation.

(b) New electrification programme during the Sixth Plan has not yet been finalised.

**SHRI O. V. ALAGESAN:** It pertains to the southern region. If this is the criterion; if it is honestly followed,

namely, sections carrying high densities of traffic which cannot be managed with steam traction and where electric traction is cheaper, then it should appear that the southern region does not qualify at all for electrification. It looks as though this condition does not exist in the southern region and so it does not qualify for it at all. Then there is another criterion which is very relevant. You know that the southern region is farthest from the coal field; and I may tell you that coal in the southern region costs Rs. 160 per tonne while it costs only Rs. 60 per tonne in the eastern region. The tariff for railway traction is very much low in Southern grids compared to Northern States. I may also inform you that Madras-Villupuram electrification has paid itself within six years. So, when all these factors are present, how is it that you are not taking up this thing in the southern region? Why I am asking this question is because I have got an apprehension that there is not going to be any electrification being taken up in the southern region at all during the Sixth Plan.

MR. SPEAKER: Please come to the question.

SHRI O. V. ALAGESAN: Is it true that all electrification proposals have been accepted except Madras-Guntakkal-Hospet, Arkonam-Erode-Jalarpet and Jalarpet-Bangalore sections? That is my information, I do not know whether it is correct or not. In framing the proposals for electrification, would you see that the southern region is not left high and dry, and that its needs are also satisfied?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): I want to assure the hon. Member that even on the basis of the norms that have been decided upon for electrification of various routes, no injustice has been done to the south as will be evident from the fact that we have taken up the following schemes which are in progress: Waltair-

Kirandul—4.61 k.m. (150 k.m. completed); Madras-Vijayavada—433 k.m. (270 k.m. completed). I may further inform the hon. Member that electrification of the first line will be completed by 1980-81 and that of the second one by 1979-80. Electrification of the Madras-Tiruvallur line, 42 k.m. will be completed by 1979-80.

SHRI O. V. ALAGESAN: I am grateful for the information, but I may tell the hon. Minister that originally it was Madras-Arkonam. The proposal was taken up in the Fourth Plan, but it was truncated to Madras-tiruvallur. As he said, the electrification of the Madras-Tiruvallur section is about to be completed. Tiruvallur to Arkonam is only 17 miles. So, will the hon. Minister give me an assurance that electrification from Tiruvallur to Arkonam, which is my constituency, will be taken up as soon as this is over, and completed?

PROF. MADHU DANDAVATE: I have already mentioned the schemes which are in progress in the south and their target dates. As far as the other scheme is concerned...

SHRI O. V. ALAGESAN: It is not another scheme. It is a continuation.

PROF. MADHU DANDAVATE: It is the second phase of the scheme.

Since the hon. Member has said that it is part of his constituency, how can I be uncharitable and say that we will not consider it? We will take it into account when the resources are available.

#### WRITTEN ANSWERS TO QUESTIONS

किन्नल और बरहूरवा के बीच लाइन  
बोहरी बनाया जाना

\* 21. डा० रामजी सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) ग्रहणाचल, मेघालय, मनीपुर, आसाम तथा उत्तरी बंगाल को आवश्यक बाजार तथा उद्योगों के लिए कच्चा माल किस रास्ते से भेजा गया जब कि संघिया से आगे रेल लाइन बाढ़ के कारण क्षतिग्रस्त हो गई थी ;

(ख) इसके परिणामस्वरूप कियूल-साहिब-गंज लाइन पर कितनी यात्री तथा माल गाड़ियों का चलाया जाना स्थगित कर दिया गया था; तथा इसके क्या कारण थे ;

(ग) कियूल-साहिबगंज-बरहरवा रेल लाइन का निर्माण कब किया गया था तथा तब से इस क्षेत्र की जनसंख्या में कितनी गुनी वृद्धि हुई है; और

(घ) क्या सरकार का विचार कियूल से बरहरवा तक दोहरी रेल लाइन के निर्माण को प्राथमिकता देने का है ?

रेल मंत्री (प्रो० मधु दंडवते) : (क) कियूल, साहिबगंज, बड़हरवा और न्यू-जलपाईगुड़ी के रास्ते से।

(ख) अप और डाउन विक्रमशिला एक्सप्रेस गाड़ियां रद्द कर दी गई थी जब कि अपर इंडिया एक्सप्रेस को मुख्य लाइन के रास्ते मोड़ दिया गया था। अक्टूबर, 1978 के दौरान दार्जिलिंग मेल तथा जमालपुर-कियूल सवारी गाड़ियां रद्द कर दी गई थी और गया सवारी गाड़ी को कियूल और साहिबगंज के बीच अंततः रद्द कर दिया गया था। कियूल-साहिबगंज मार्ग पर कोई माल गाड़ी रह नहीं की गई परन्तु मार्ग की सोमिता के कारण, उस क्षेत्र के लिए लदान में कटौती करनी पड़ी।

(ग) बड़हरवा से तीनपहाड़ तक रेल लाइन 15-10-1860 को और तीनपहाड़ से भागलपुर तक 1-11-1861 को, भागलपुर से आगे जमालपुर और जमालपुर से कियूल तक यह रेल लाइन क्रमशः 10-2-1862 और 7-11-1862 को खोली गई थी। इस क्षेत्र में जनसंख्या की वृद्धि के बारे में कोई जानकारी नहीं है।

(घ) दोहरी लाइन बिठाने और साथ ही इस खण्ड के लिए अपेक्षित रेल सुविधाओं का आकलन करने के लिए सर्वेक्षण का काम हो रहा है।

जैसे ही यह सर्वेक्षण रिपोर्ट प्राप्त हो जाती है और उसकी जांच-पड़ताल कर ली जाती है, कोई निर्णय लेना संभव हो पायेगा बशर्ते कि इस काम के लिए धन उपलब्ध हुआ।

मेट्रोनीडेजोल, पबेलिल सल्फाथियाजोल तथा ग्रिसेफुलरिम के विक्रय मूल्य

\* 30. डा० लक्ष्मी नारायण पाण्डेय : क्या पेट्रोलेियम, रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या इंडियन ड्रम एण्ड फार्मास्युटिकल्स लिमिटेड मेट्रोनीडेजोल, पबेलिल सल्फाथियाजोल तथा ग्रिसेफुलरिम को घोषित विक्रय मूल्य में बहुत कम मूल्य पर बेचा है ;

(ख) यदि हां, तो घोषित विक्रय मूल्य क्या थे तथा उन्हें किम मूल्य पर बेचा गया;

(ग) उन्हें कम मूल्यों पर बेचने के क्या कारण थे; और

(घ) इसके फलस्वरूप इंडियन ड्रम एण्ड फार्मास्युटिकल्स लिमिटेड को किनना लाभ प्रश्नवा हानि हुई ?

पेट्रोलेियम तथा रसायन और उर्बरक मंत्री (श्री हेमवती नन्वन बहुगुणा) : (क) और (ख) मेट्रोनिडाजोल, पबेलिल सल्फाथियाजोल और ग्रिसेफुलरिम वर्ष 1977-78 के दौरान आयात के लिए कनेलाइज्ड बल्क औषधों की सूची में थे। 1978-79 की आयात नीति में केवल मेट्रोनिडाजोल ही सरणीबद्ध सूची में रह गया है और कनेलाइज्ड सल्फाथियाजोल तथा ग्रिसेफुलरिम का उसमें से निकाल दिया गया है।

आई० डी० पी० एल० द्वारा घोषित मूल्यों, सरकार द्वारा स्वीकृत पूल मूल्यों और जिन मूल्यों पर आई० डी० पी० एल० इन औषधों को बेचने आ रहे हैं, उसके ब्योरे निम्न प्रकार हैं :—

क्रम सं० औषध का नाम औषध (मूल्य नियंत्रण) आदेश 1970 के अन्तर्गत घोषित मूल्य रुपये प्रति कि० ग्रा०

सरकार द्वारा स्वीकृत मूल्य रुपये प्रति कि० ग्रा० आई० डी० पी० एल० द्वारा जिन मूल्यों पर ये औषध बेचे जा रहे हैं

1	2	3	4	5
1	मेट्रोनिडाजोल	485	460	460
2.	ग्रिसेफुलरिम	4925	1471 (पूलड)	1471
3.	पबेलिल सल्फाथिया-जोल	173	129.40 (पूलड)	129.40



(ग) इसका प्रश्न नहीं उठता, क्योंकि आई० डी० पी० एल० इन बल्क शोधों के सरकार द्वारा स्वीकृत उचित मूल्यों पर बेच रहे हैं।

(घ) अन्य शोध कम्पनियों की भांति आई० डी० पी० एल० में भी बल्क शोधों का उत्पादन

बहु-शोध एककों में किया जाता है जिनमें सामान्य सुविधाएं उपलब्ध होती हैं, जो कम्पनी के कार्यकलापों में शोधवार प्रशदान का अनुमान लगाने में बाधक हैं। तथापि गत तीन वर्षों के दौरान कम्पनी के कार्यकलापों के परिणाम निम्न प्रकार हैं:—

रुपए लाखों में

	1975-76	1976-77	1977-78
कर के पश्चात् लाभ	338.60	465.28	808.21

### Supply of Coal to Needy Centres

\*31. SHRI P. THIAGARAJAN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the present position of the controversy between Railways and Energy Ministries regarding the inadequate supply of coal to needy centres; and

(b) the specific improvements effected in the working of Railways so as to achieve a quicker turn round for transport of coal?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) There has been no controversy between the Railway and the Energy Ministries on supply of coal to needy centres. Close co-ordination exists between the two Ministries.

(b) Movement of coal to bulk consumers is being arranged in full train loads and a day-to-day monitoring arrangement has been made to expedite movement and release of wagons as well as for meeting the needs of needy consumers by diversions whenever necessary.

### Take-over of the Kalinga Tubes Limited by the Indian Metal and Ferro Alloys Company

\*32. SHRI G. M. BANATWALLA: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Kalinga Tubes Limited has been taken over by the Indian Metal and Ferro Alloys Company;

(b) if so, what are the terms of merger agreed upon by both the units;

(c) whether the Indian Metal and Ferro-Alloys Company is a private concern, and if so, what is the name of the business group which owns it; and

(d) the circumstances under which this merger was agreed upon?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b) Approval has been granted by the Central Government on 29-5-1978 under Section 372(4) of the Companies Act to M/s. Indian Metal and Ferro Alloys Limited to purchase bulk of the equity shares of M/s. Kalinga Tubes Limited comprising of 1 lakh equity shares of Rs. 100 each. Under the terms of the approval, the investing company has to offer to buy the shares of all the shareholders of M/s. Kalinga Tubes Limited and the company has intimated that accordingly 66,556 shares had been bought upto 8-9-1978. The offer to buy the rest of the shares is open upto 30-11-1978. There appears to be no proposal for merger of the two companies.

(c) M/s. Indian Metal and Ferro Alloys Limited is a Public Limited company and does not appear to belong to any group registered or registrable under M.R.T.P. Act, 1969.

(d) There appears to be no proposal for merger of the two companies, as mentioned above.

**Reduction in Voting Age**

**\*33. SHRI C. K. CHANDRAPPA:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken a final decision to reduce the voting age to 18; and

(b) if so, the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) No, Sir.

(b) Does not arise.

**Danger to Taj by Mathura Refinery**

**\*35. SHRI DHARMAVIR VASISHT:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have noted a PTI Report dated 26th October, 1978, giving the views of Prof. T. Shivaji Rao of the Department of Environmental Engineering, Andhra University and of Dr. Michael Rovston of the Centre for Environmental Education, Geneva, warning that the Mathura Refinery may cause cancer to the Taj and the people living nearby; and

(b) if so, the steps taken to meet the situation?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir.

(b) In view of the apprehensions raised in various quarters about the possible adverse environmental impact of the Mathura Refinery, the Government appointed an Expert Committee in July, 1974 to advise the Project Authorities on the measures to be taken for keeping the pollution effects of the Mathura Refinery to the absolute minimum and the Ministry of Petroleum on the pollution aspects of other

ancillary and down stream industries. The Expert Committee had, *inter-alia*, considered the views of such experts as Prof. T. Shivaji Rao and Dr. Salim Ali also, while arriving at its conclusions. The report of the committee, which was placed in both the Houses of Parliament on 14-8-1978, is presently under consideration of Government.

**Manufacture of Bulk Drugs**

**\*36. SHRI DINEN BHATTACHARYA:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to lay a statement showing:

(a) whether Government have drawn up a list of 40 bulk drugs which would be exclusively reserved for manufacture or expansion in the public sector drug units;

(b) if so, the names of those drugs;

(c) whether a separate list of about 42 bulk drugs has also been prepared which would be kept 'open' for purposes of licensing for any of the sectors; and

(d) if so, the names of those drugs?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (d). Indicative lists of the lines of production for the Public Sector and Indian Sector as well as open to all Sectors have already been given in the Statement on the new Drug Policy, tabled in the Lok Sabha on 29th March, 1978.

**Alleppey-Ernakulam Railway Line**

**\*37. SHRI P. K. KODIYAN:**  
SHRI K. A. RAJU:

Will the Minister of RAILWAYS be pleased to state:

(a) whether any decision has been taken by Government on the proposal to construct the Alleppey-Ernakulam Railway line;

(b) whether Government's attention has been drawn to a series of agitations being chalked out by the people of Kerala to press their demand for this Railway line; and

(c) what are the details and Government's reaction thereto?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) to (c). Government are aware of the feelings of the people of Kerala in this matter. The proposal is under consideration of the Government in consultation with the Planning Commission.

फटिलाइजर्स प्लानिंग एण्ड डेवलेपमेन्ट इंडिया लिमिटेड का स्थानान्तरण

\*38. श्री रीत लाल प्रसाद बर्मा: क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या फटिलाइजर्स प्लानिंग एण्ड डेवलेपमेन्ट इंडिया लिमिटेड को बिहार में सिन्दरी से दिल्ली स्थानान्तरित किया जा रहा है और दिल्ली में इसके कार्यालय के लिए 52,000 रुपये मासिक किराये पर एक भवन लिया गया है; और

(ख) कम्पनी को दिल्ली स्थानान्तरित करने के क्या कारण हैं जब कि सरकारी एवं गैर-सरकारी क्षेत्र के सभी उद्योगों तथा उपक्रमों के मुख्यालय अन्य राज्यों में ही बने हुए हैं ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती मन्मथ बहुगुणा): (क) और (ख). फटिलाइजर (योजना और विकास) के मुख्यालय को सिन्दरी, बिहार से दिल्ली स्थानान्तरित करने का कोई प्रस्ताव नहीं है। तथापि कम्पनी भूतपूर्व एफ० सी० आई० के पुनर्गठन के पश्चात् स्थापित किए गए अपने दिल्ली स्थित सीमावर्ती कार्यालय में और कर्मचारी भरती करने का प्रस्ताव रखती है तकि उनके कारोबार का विकास और अन्य संबंधित कार्यकलापों की देखरेख हो सके। कम्पनी ने दिल्ली में अभी तक और कोई स्थान किराए पर नहीं लिया है।

## Change over to Higher Horse Power Locomotive.

\*39. DR. MURLI MANOHAR JOSHI:

SHRI VASANT SATHE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken a decision on the changeover to higher horse power locomotives;

(b) whether the World Bank has offered financial assistance for the initial purchase and manufacture of such engines, and, if so, the details of the World Bank offer; and

(c) the reaction of Government thereto?

THE MINISTER OF RAILWAYS (PROF. MADHU DANDAVATE): (a) and (b). No, Sir.

(c) Does not arise.

## Facilities to Second Class Sleeper Ticket Holders

\*40. SHRI SHANKERSINHJI VAGHELA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways have provided facilities to passengers travelling with Second Class Sleeper tickets to wait in First Class Waiting Room at railway Stations or have provided separate accommodation for them;

(b) if so, the Railways where these facilities have been provided;

(c) whether it is a fact that on Eastern Railway such facilities have not been provided; and

(d) if so, the reasons therefor and when these facilities are likely to be provided on all Railways?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Passengers

holding second class sleeper tickets have been permitted to use the upper class waiting rooms at such of those stations where separate waiting room accommodation for second class sleeper ticket holding passengers has not been provided.

(b) These facilities have been provided on all the railways.

(c) No, Sir.

(d) Does not arise.

### Pesticide Plant in Andhra Pradesh

201. SHRI M. RAM GOPAL REDDY: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have decided to set up a Pesticide Plant in Andhra Pradesh; and

(b) if so, its location, total expenditure and total production capacity?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Hindustan Insecticides Limited have submitted a proposal for setting up a 3300 tonnes per annum capacity plant for the manufacture of 26 per cent gamma BHC at Kovvur in Andhra Pradesh, as a joint venture with the State Agro Industries Corporations of Andhra Pradesh, Karnataka and Tamil Nadu, at an estimated cost of Rs. 487 lakhs. This is being examined.

### रेल दुर्घटनाएँ

202. श्री सुरेन्द्र झा सुमन :

श्री एम० राजगोपाल रेड्डी :

श्री गोविन्द मुन्डा :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) 1975-76, 1976-77 और 1977-78 के दौरान, वर्षवार कितनी दुर्घटनाएँ हुई और इसके परिणामस्वरूप रेलवे को कितनी हानि हुई ; और

(ख) इन दुर्घटनाओं को रोकने के लिए क्या कार्यवाही की गई है और उसके क्या परिणाम रहे ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) टक्कर, पटरी से उतरना, समपार दुर्घटनाओं, गाड़ियों में भाग की कोटियों में, भारतीय रेलों पर 1975-76, 1976-77 और 1977-78 के वर्षों के दौरान हुई गाड़ी दुर्घटनाओं की संख्या और इन दुर्घटनाओं के कारण रेल सम्पत्ति को हुई क्षति का विवरण इस प्रकार है :—

वर्ष	दुर्घटनाओं की सं०	रेल सम्पत्ति की हुई क्षति
		रुपये
1975-76	964	2,98,74,675
1976-77	780	2,77,73,852
1977-78	866	3,63,94,017

(ख) चूँकि दुर्घटनाओं के लिए सार्वजनिक उत्तरदायी एकमात्र कारन मानव विफलता है, इसलिए, गाड़ियों के चालन से सम्बन्धित कर्मचारियों में संरक्षा के प्रति संरक्षा को महत्तर भावना का सृजन करने और इस बात को सुनिश्चित करने के लिए कि कर्मचारी नियमों की अवहेलना नहीं करने और लघुमार्ग पद्धति नहीं अपनाते, रेल प्रशासनों के संरक्षा संगठन अनधिक अभियान में लगे हुए हैं। मानव तत्व पर निर्भरता को कम करने के लिए पहियों, धुरों और रेल पटरियों के लिए पराश्रय्य दोष संसूचकों, रेलपथ परिपथन, धुरा कांडरों, स्वचल चेतावनी पद्धति आदि जैसी विभिन्न परिष्कृत युक्तियों के उत्तरोत्तर व्यवस्था की जा रही है। वर्ष, 1981 तक समस्त मुख्य रेल मार्गों के सभी स्टेशन को 'रन-थ्रू' लाइनों पर रेल पथ परिपथन पूरा कर लिये जाने का विनिश्चय किया गया है। इसके अतिरिक्त, 30-9-1979 तक 100 भेद्य स्टेशनों पर 'फाउलिंग मार्क' से 'एडवांस्ड स्टार्टर' तक रेलपथ परिपथन का काम पूरा हो जायेगा। इन उपायों के परिणामस्वरूप मानव विफलता के तत्व को अभियोग्य दुर्घटनाओं के आपात काफी गिरावट आयी है।

बलिया स्टेशन के कर्मचारियों और रेलवे पुलिस के बीच संघर्ष के कारण रेल यातायात का निलम्बन

203. श्री यशराज : : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पूर्वोत्तर रेलवे पर स्थित बलिया स्टेशन के रेल कर्मचारियों और रेलवे पुलिस के बीच 27 सितम्बर, 1978 को हुए गम्भीर संघर्ष के कारण पूर्वोत्तर रेलवे के औरहार, छपरा

भटनी और प्रयाग डिब्बेज पर यातायात ठप्प हो गया था ;

(ख) क्या सफाई कर्मचारियों और बलिया पुलिस के कान्स्टेबलों के बीच संघर्ष के कारण, 'रेलवे पुलिस ने गोली चलाई थी जिसके परिणामस्वरूप एक दर्जन रेल कर्मचारियों की मृत्यु हो गई थी ; और

(ग) अगर भाग (क) और (ख) का उत्तर स्वीकारात्मक है, तो दोषी रेलवे पुलिस कान्स्टेबलों के विरुद्ध या कार्यवाही की गई है और सफाई कर्मचारियों को क्या सहायता दी गई है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) 29-9-78 को (27-9-78 को नहीं) बलिया में राज्यकीय रेलवे पुलिस द्वारा रेल कर्मचारियों पर हमला करने/लाठी चार्ज करने के परिणामस्वरूप पूर्वोत्तर रेलवे के वाराणसी मंडल और समस्तीपुर तथा सानपुर मंडलों के कुछ भागों में 29-9-78 और 30-9-78 को गाड़ी सेवाओं में बाधा पड़ी थी ।

(ख) न तो गोली चलाई गई थी और न ही क्रिमी की मृत्यु हुई थी ।

(ग) राजकीय रेलवे पुलिस के थानेदार तथा उम सिपाही को जिसके खिलाफ रेल कर्मचारी पर हमला करने का आरोप है, निलम्बित कर कर दिया गया है । दोनों पक्षों ने अलग-अलग मामले दर्ज कराये हैं । जांच का काम खुफिया विभाग को सौंप दिया गया है ।

## New Rail Projects in Western India

204. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have abandoned the new rail projects in the Western parts of the country; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No. The following schemes for construction of new lines in the Western Region (Gujarat and Maharashtra) are in hand:

1. New line from Diva to Bassein
2. New line from Wani to Chanaka

3. New line from Apta to Roha.

4. New broad gauge line from Nadiad to Modasa.

(b) Does not arise.

दिल्ली में 'रिंग' रेलवे लाइन पर चलने वाली गाड़ियां

205. श्री बिजय कुमार मलहोत्रा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) दिल्ली रिंग रेलवे लाइन पर प्रतिदिन कुल कितनी गाड़ियां चलती हैं और इनमें से कितने यात्री यात्रा करते हैं ;

(ख) दिल्ली रिंग रेलवे लाइन पर चलने वाली गाड़ियों की गति को बढ़ाने के लिए क्या कदम उठाये जा रहे हैं ; और

(ग) इन गाड़ियों का बिजली द्वारा कब से चलाया जायेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) इस समय दिल्ली रिंग रेलवे लाइन पर सात परिक्रमा गाड़ियां चल रही हैं इन गाड़ियों से यात्रा करने वाले यात्रियों की दैनिक औसत संख्या लगभग 4000 है ।

(ख) कर्षण की वर्तमान परिस्थितियों में इन गाड़ियों की रफ्तार बढ़ाना परिचालनिक रूप से व्यावहारिक नहीं है ।

(ग) रिंग रेलवे पर बिजली कथित गाड़ियों के चलाने के लिए रेल मंत्रालय ने योजना आयोग की अपनी सिफारिशें भेजी हैं ।

## Estimated cost of Korba Fertilizer Project

206. SHRI S. R. REDDY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what is the revised estimated cost of the Korba Fertilizer Project; and

(b) what steps are being taken to provide adequate funds for the Project and the progress thereon?

**THE MINISTER OF PETROLUUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) and (b). Korba was taken up for implementation as a coal-based fertilizer project. It was slowed down in the middle of 1974 due to resources constraint. Later, it was decided that further implementation of the project as well as setting up additional capacity based on coal as feedstock should be considered after experience became available of the operation of the two coal based plants under erection at Talcher and Ramagundam, which are expected to commence commercial production in July, 1979. The question of revising the cost estimates will arise only at this stage.

**Non-clearance Consignments from Northern Railway Goods Sheds**

207. SHRIMATI PARVATHI KRISHNAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a number of consignments are lying in the goods sheds of Northern Railway awaiting clearance;

(b) if so, what are the details and reasons for not taking the consignments by consignees; and

(c) what steps are being taken for their clearance?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) to (c). The information is being collected and will be laid on the table of the House.

**Expert Committee on Railway Freight and Fare Structure**

208. SHRI KUMARI ANANTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Expert Committee headed by Dr. H. K. Paranjape has commenced its study of the present freight and fare structure of the Indian Railways;

(b) if so, whether any recommendations both for its rationalisation and for making the Railways financially viable have been made; and

(c) if not, when the said Committee is likely to finish its work?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) The Rail Tariff Enquiry Committee, headed by Dr. H. K. Paranjape, has commenced study of the railway freight and fare structure.

(b) The Committee has not submitted any report to the Government so far.

(c) Final report is required to be submitted by September, 1979.

**Distribution of Domestic Gas**

209. SHRI RAMCHANDRAN KADNAPPALLI:

**SHRI R. V. SWAMINATHAN:**

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have decided that the distribution of domestic gas would continue to be through the companies appointed agents;

(b) if so, the main reasons for continuing the same; and

(c) whether it has been brought to the notice of Government that great harassment is being made by these agents to the consumers and what steps are being taken in this regard?

**THE MINISTER OF PETROLUUM AND CMEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):** (a) and (b). Except in respect of Hindustan Petroleum Corporation who sell a large part of the cooking gas produced in their refineries through concessionaires, it has been the commercial practice in the oil industry to distribute cooking gas like other

petroleum products through distributors appointed by oil companies. This system is satisfactory and there is no proposal to change it.

(c) Any consumer complaints received by the oil companies are looked into for taking possible and necessary remedial action. Complaints are largely due to delay in refill supplies caused by occasional reduced supply of the product due to a number of factors like reduced crude throughput in the refineries, transport bottlenecks, etc.

**हिण्डन सिटी के समीप एक उपरिपुल का निर्माण**

210. श्री मोठा लाल पटेल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि क्या यह सच है कि हिण्डन सिटी स्टेशन के समीप एक उपरिपुल के निर्माण की स्वीकृति बहुत समय पूर्व दे दी गई थी, किन्तु उसका निर्माण कार्य अभी तक प्रारम्भ नहीं हुआ है और यदि हाँ, तो उसके क्या कारण हैं तथा उस कार्य के कब तक प्रारम्भ होने की सम्भावना है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : जी नहीं। वर्तमान नियमों के अनुसार उपरि/निचले सड़क-पुलों के निर्माण के प्रस्ताव निर्माण कार्य के लागत का अपना हिस्सा वहन करने के बचन सहित, राज्य सरकार/सड़क प्राधिकरणों द्वारा प्रायोजित करने पड़ते हैं। हिण्डन सिटी स्टेशन पर वर्तमान समपार के बदले उपरि सड़क पुल के निर्माण के लिए उनकी तरफ से अभी तक कोई प्रस्ताव रेलवे को प्राप्त नहीं हुआ है।

### Shahdara Railway Station

211. SHRI KISHORE LAL: Will the Minister of RAILWAYS be pleased to state:

(a) is there any plan to modernise Shahdara (Delhi) Railway Station and provide certain facilities such as proper sheds, sitting arrangements for passengers, cold drinking water, etc.

(b) if so, how much time it will take;

(c) is there also a plan to start certain new trains from this station; and

(d) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). For the convenience of passengers adequate facilities are provided at Shahdara station. Further improvements/remodelling of this station is being considered along with the Shahdara-Saharanpur B. G. Line, under construction.

(c) Not at present.

(d) Does not arise.

### Abolishing Middlemen between Government owned Petroleum Companies and Consumers

212. SHRI P. M. SAYEED:

SHRI A. R. BADRI  
NARAYAN:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are considering abolishing the middlemen between the Government owned petroleum companies and the consumers;

(b) if so, to what extent they have been eliminated;

(c) whether Government have also taken a number of steps to ease the supply of cooking gas distribution; and

(d) if so, the details of the steps taken?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). In line with commercial practice of Oil Industry which has been working satisfactorily, distribution of cooking gas like other petroleum products is made through the distributors in the case of Indian Oil Corporation and Bharat Petroleum Corporation. However, in the case of Hindustan Petroleum Corporation this product is marketed mostly through their Concessionaries in terms of

agreements which the erstwhile foreign oil companies had entered into before their takeover. Steps have been initiated to terminate agreements with these Concessionaries after which arrangements for marketing of LPG can be made directly through the distributors of HPC, as is now done in case of IOC and BPC.

There is no proposal to change the system of distribution of cooking gas through the distributors appointed by the Oil companies.

(c) and (d). While all efforts are made to supply cooking gas to the existing customers, demand of domestic gas is at present much more than its availability in the country. The supply position will substantially improve from 1980 onwards when additional LPG will become available with the commissioning of:

(1) Fractionating Unit of Bombay High Associated Gas.

1 Apta-Mangalore (BG) (part of it falling in Karnataka)

2 Hubli-Karwar (BG)

3 Kottur-Harihar (MG)

4 Chitradurg-Rayadurg (MG)

5 Talguppa-Honavar (MG)

6 Chamrainagar-Satyamangalam/Mettupalyam (MG)

(2) Koyali Catalytic Cracker Unit, and

(3) Mathura Refinery.

### New Railway Lines in Karnataka

213. SHRI JANARDHANA POOJA-RY: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey has been conducted for laying new lines in Karnataka State; and

(b) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Surveys for the following new railway lines falling wholly/partly in Karnataka State have been completed, and the present position thereof is indicated below:—

Construction work on Apta-Roha portion has been started in the first phase.

The schemes were not found to be viable on account of limited prospects of traffic.

रेलवे स्टेशनों पर चाय के स्टालों के ठेके

214. श्री नवाब सिंह चौहान : : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) रेलवे स्टेशनों पर गत एक वर्ष में चाय के स्टालों के लिए किन-किन पार्टियों एवं व्यक्तियों को ठेके दिए गए ;

(ख) महाराष्ट्र राज्य में पश्चिम रेलवे के ऐसे कौन कौन से स्टेशन हैं जिनके चाय स्टालों के ठेके के बारे में विवाद चल रहा है ;

(ग) क्या चाय एवं अन्य वस्तुएं बेचने के लिए ठेका देने की नीति में कोई परिवर्तन किया जा रहा है; और

(घ) यदि हां, तो क्या परिवर्तन किये जा रहे हैं और क्यों ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) सूचना इकट्ठी की जा रही है और समा पटल पर रख दी जायेगी।

(ख) महाराष्ट्र राज्य में पश्चिमी रेलवे के बारिवली स्टेशन पर चाय के स्टाल का ठेका देने के सम्बन्ध में विरोधी आवेदनकर्ता ने रेलवे तथा उस ठेकेदार जिसको ठेका दिया गया है के विरुद्ध एक मुकदमा दायर किया है।

(ग) और (घ) चार वरिष्ठ अधिकारियों की एक समिति की सफािशो के आधार पर पर खानपान/बैंडिंग के ठेके देने की नीति में 1-8-78 से कुछ परिवर्तन किये गये हैं। जो परिवर्तन किये गये हैं, वे किसी एक ठेकेदार द्वारा खानपान यूनिटों के कितने ठेके रखे जा सकते हैं, इसकी सीमा निश्चित करने, किसी यूनिट के आधार पर परिकल्प करने, एक ही परिवार के सदस्यों द्वारा रखे जाने वाले ठेकों की सीमा निश्चित करने, खान-पान/बैंडिंग के छोटे मोटे ठेके, केवल अनुसूचित जाति/



अनुसूचित जनजाति के व्यक्तियों को देने से सम्बन्धित हैं। ये परिवर्तन वर्तमान परिस्थितियों के अनुसार प्रक्रिया को सरल और कारगर बनाने, अधिक व्यक्तियों को ठेके देने, अनुसूचित जाति/अनुसूचित जनजाति के व्यक्तियों को अधिक भवसर प्रदान करने आदि के उद्देश्य से किये गये हैं।

अनुसूचित जातियों तथा अनुसूचित जनजातियों के लोगों को कुकिंग गैस की एजेंसियाँ देना

215. श्री हकूम चन्द कछवाय : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री विभिन्न राज्यों में गैस एजेंसियों के बारे में 18 जुलाई, 1978 के अतारोकित प्रश्न संख्या 323 के उत्तर के संबंध में यह बताने की कृपा करेंगे कि :

(क) प्रसूचित जातियों और अनुसूचित जनजातियों के लिये कुकिंग गैस को 25 प्रतिशत एजेंसियाँ देने का कोटा विभिन्न राज्यों में किम सीमा तक पूरा किया गया है और यदि नहीं, तो ऐसा कब तक किया जायेगा ;

(ख) क्या सरकार का विचार एक एजेंसी के पास गैस मिलेण्डों के कनेक्शनों की संख्या को 5000 से कम करके 2500 करके अधिक व्यक्तियों को रोजगार देने के लिये जनता पार्टी के नियाचकों को दिये गये आश्वामन को पूरा करने का है और यदि हाँ, तो तेजी से नीति बनाने के लिये सरकार का क्या उपाय करने का विचार है ; और

(ग) क्या सरकार का विचार 10000 से अधिक जनसंख्या वाली तहसीलों एवं अन्य नगरों में भी एजेंसियाँ खोलने का है जिससे अधिक से अधिक व्यक्ति गैस के बल्हों का उपयोग कर सकें ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमचन्द्र नन्वम बहुगुणा) : (क) जैसा कि दिनांक 15-5-78 को लोक सभा में दिये गये विवरण में बताया गया है कि तेल कंपनियाँ देश के विभिन्न भागों में 3 लाख नये उपभोक्ताओं का नाम पंजीकृत करने के लिए अतिरिक्त कुकिंग गैस की निर्धारित सीमा और विपणन के आधार पर वर्तमान वितरण एजेंसियों के पुनर्गठन को ध्यान में रखकर 87 नयी गैस एजेंसियाँ खोलेंगी। इन 87 नयी एजेंसियों में से 24 एजेंसियाँ अनुसूचित जाति/अनुसूचित जनजाति के लोगों से सम्बन्धित मदद्यों के लिए सुरक्षित की गई हैं। जहाँ तक अनुसूचित जाति/अनु-जनजाति के लिए 24 एजेंसियों को सुरक्षित करने की बात का सम्बन्ध है, एक वितरक की नियुक्ति पहले से ही कर दी गई है। बाद की एजेंसियों की नियुक्ति आवश्यक औपचारिकतायें पूरी करने के बाद की जायेंगी।

(ख) जैसा कि दिनांक 15-5-1978 को इस सदन में दिये विवरण में बताया गया है कि कार्य स्थितियों तथा विभिन्न क्षेत्रों में प्रचालन की लागत को ध्यान में रखकर एक तरल पेट्रोलियम गैस वितरक (कोम्पापरेटिव सोसाइटियों को छोड़कर) के प्रतिमास कितने सिलन्डरों (रिफिल) देने की अनुमति होगी, की सीमा नीचे लिखे अनुसार निश्चित कर दी गई है :—

बाजार	प्रतिमास रिफिल की संख्या
बम्बई	6,000
दिल्ली	4,000
10 लाख से अधिक जनसंख्या वाले अन्य शहर	3,500
2 और 10 लाख के बीच की जनसंख्या वाले शहर	3,000
अन्य स्थान	2,500

(ग) वर्ष 1980 से देश में तरल पेट्रोलियम गैस की उपलब्धता में प्रत्याशित बड़े पैमाने पर वृद्धि होने से निम्नलिखित आधार पर यथा समय में छोटे शहरों और ग्रामीण क्षेत्रों में इसका विपणन करना संभव हो सकेगा।

- (1) प्रत्याशित उपभोक्ता क्षमताएं
- (2) मप्लाई के माधनों से बाजार की निकटता
- (3) सुरक्षित, मुलभ परिवहन साधन की उपलब्धता
- (4) वितरण उपकरण का अधिकतम उपयोग ; और
- (5) प्रचालन में व्यवहार्यता

राष्ट्रपति पुरस्कार जीतने वाले रेल कर्मचारियों की पदोन्नतियाँ

216. श्री श्याम सुन्दर लाल : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या रेलवे कर्मचारियों को विशिष्ट सेवाओं के उपलक्ष्य में राष्ट्रपति पुरस्कार से अलंकृत किया जाता है, ;

(ख) यदि हाँ, तो क्या रेलवे प्रशासन द्वारा ऐसे विशिष्ट कुशल और अकुशल कर्मचारियों को कोई विशेष सुविधाएं दी जाती हैं ;

(ग) यदि नहीं, तो इसके क्या कारण हैं;

(घ) क्या मरणोपरान्त पुरस्कार विजेताओं के आश्रितों को केवल 500 रुपये का पुरस्कार अन्य कर्मचारियों को लग्न से सेवा करने के लिए प्रेरणा देने हेतु पर्याप्त है ;

(ङ) क्या प्रशासन ने पश्चिम रेलवे के एक कर्मचारी को, जिसे वर्ष 1963 और 1978 में राष्ट्रपति पुरस्कार से दो बार सम्मानित किया गया था पदोन्नत नहीं किया ;

(च) क्या खेलों में अद्वितीय कुशलता प्रदर्शित करने वाले कर्मचारियों को विशेष पदोन्नति दी जाती है परन्तु अद्वितीय कुशलता प्रदर्शित करने वाले कर्मचारियों को इस प्रकार की पदोन्नतियां नहीं दी जाती हैं ; और

(छ) इस सम्बन्ध में रेलवे प्रशासन द्वारा किन सिद्धांतों का पालन किया जाता है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) रेलों पर, रेलवे सुरक्षा दल और रेलवे सुरक्षा विशेष दल के कर्मचारियों के मामले को छोड़कर जिन्हें उत्कृष्ट और सराहनीय सेवा के लिए क्रमशः राष्ट्रपति पदक और पुलिस पदक प्रदान किये जा रहे हैं, अन्य रेल कर्मचारियों को उनकी सराहनीय सेवा की मान्यता देने के लिए, राष्ट्रपति की ओर से पुरस्कृत करने के कोई संस्थात्मक प्रबन्ध नहीं हैं।

(ख) और (ग). भाग (क) के उत्तर को देखने हुए प्रश्न नहीं उठता सिवाय इसके कि प्रश्न के भाग (क) में उल्लिखित रेलवे सुरक्षा दल और रेलवे सुरक्षा विशेष दल के पुरस्कार पाने वाले ऐसे कर्मचारियों को उच्चतर ग्रेडों के लिए उनका प्रवर्धन करते समय इस बात का ध्यान दिया जाता है।

(घ) रेलवे सुरक्षा दल/रेलवे सुरक्षा विशेष दल के कर्मचारियों को मरणोपरान्त पुरस्कार प्रदान करने का अभी तक कोई मामला नहीं उठा है।

(ङ) रेल मंत्रालय को इस बात की कोई जानकारी नहीं है कि पश्चिम रेलवे के किसी कर्मचारी को एक बार 1963 में और नदोपरान्त, 1978 में, इस तरह दो बार, राष्ट्रपति पुरस्कार प्रदान किया गया है।

(च) और (छ). ऐसे उत्कृष्ट खिलाड़ियों को बिना बारी पदोन्नति प्रदान की जाती है जो :—

- 1—ऐसे खेलों में, जिनके लिए अन्तर्राष्ट्रीय समायोजन होते हैं, भारत का प्रतिनिधित्व करने के लिए चुने गये हों।
- 2—अन्य खेलों में, राष्ट्रीय समायोजनों में तीन अवसरों पर खेलों का प्रतिनिधित्व कर चुके हों और सम्मान प्राप्त किया हो।
- 3—वेतनमान के शिखर स्थिति तक पहले ही पहुंच चुके हों।
- 4—अपने सेवाकाल के दौरान किसी भी खिलाड़ी को साधारणतया एक बार से अधिक बिना बारी पदोन्नति नहीं दी जानी चाहिए।

# Changes proposed in the Hathi Committee Report

217. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) how many changes Government proposed in Hathi Committee Report on the 29th March, 1978;

(b) how many changes Government proposes to introduce on the statement laid on the Table of the House on the 29th March, 1978;

(c) in how many cases because of this decision statutory Acts like IDR Act, Import and Export Act, Essential Commodities Act and F.E.R.A. are violated; and details thereof; and

(d) whether Government proposes to introduce the decisions on Hathi Committee even if the Statutory Act is violated or would like to examine details of the same?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) A Statement, indicating the recommendations of the Hathi Committee not accepted or accepted with modifications by Government has already been tabled in the Lok Sabha, in reply to Unstarred Question No. 8063, on 25th April, 1978.

(b) If, in the light of experience gained in implementing the decisions and view expressed in various forums of discussions it becomes necessary to elaborate or improve upon some of the decisions, appropriate modifications would be considered by Government.

(c) and (d). The policy will be implemented within the provisions of the relevant statutes with amendments being made wherever necessary.

### **Conversion of Samastipur-Barabanki Line**

218. SHRI GANGADHAR APPA BURANDE: Will the Minister of RAILWAYS be pleased to state;

(a) whether the Minister is aware that while the metre gauge line from Samastipur to Barabanki is now under the process of conversion to broad gauge, the dead-end branch line sections have been omitted from such conversion to broad gauge; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b) Yes; the following three metre gauge branch lines would get isolated with the completion of the gauge conversion work on Barabanki-Samastipur project;

- (1) Sonpur-Palezaghat
- (2) Duraunda-Maharajganj
- (3) Mankapur-Katra

Mixed metre and broad gauge have already been provided on Sonpur-Palezaghat line. Gauge conversion of Duraunda-Maharajganj line (length 6.84 Kms.) is not considered justified as the area is well served by road.

A Preliminary engineering-cum-traffic survey for gauge conversion of Mankapur-Katra line is in progress and a decision will be taken after its completion.

### **Rules Governing Mutual Transfers**

219. SHRI A. MURUGESAN: Will the Minister of RAILWAYS be pleased to state:

(a) what is the rule and procedure the Railway Department is following in the case of mutual transfers;

(b) is there any such case pending in Southern Railway particularly in Madras and Madurai Division; and

(c) if so, for how long such cases are pending and reasons therefor and when it will be finalised?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Requests for mutual transfers are considered sympathetically. The employees concerned either retain their own seniority or take the seniority of the other in the new seniority unit to which they are posted, whichever is lower. In cases where change of category is involved, they however rank junior-most to all the permanent and officiating employees on the date of their joining the new unit.

(b) Yes.

(c) The cases pending range from 1 month to 12 months. The reasons for the delay in finalising these cases are non-receipt of service particular/documents from other units where employees concerned are working and clearance regarding D.A.R./Vigilance/SPE cases. It may take about 3 months to finalise these cases after observing the requisite formalities.

### **Multinationals Producing Antibiotics**

220. SHRI AHMED M. PATEL: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the names of the multinational companies which are producing antibiotics;

(b) whether it is a fact that certain companies have increased the prices of antibiotics; and

(c) if so, what are the names of these companies and the action taken by Government in this regard?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) The following multinational companies manufacture antibiotics (bulk drugs) in the country:—

1. M/s. Cyanamid
2. M/s. May and Baker Ltd.
3. M/s. Parke Davis
4. M/s. Pfizer

(b) and (c). No instance of charging of price higher than that approved for antibiotics under Drugs (Price Control) Order, 1970, by the multinational companies has come to the notice of Government.

**Release of Bulk Drugs to M/s Pfizer, Sandoz, Hoechst and Abbott**

221. SHRI MOTIBHAI R. CHAUDHARY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) how the release of canalised bulk drugs to Messrs. Pfizer, Sandoz, Hoechst and Abbott has grown during the past five years;

(b) full justification including policy and provision under which they were released; and

(c) facts of increases may be given?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) to (c). A statement showing the

releases of canalised bulk drugs made by IDPL and CPC to M/s Pfizer, Sandoz, Hoechst and Abbott during 1975-76, 1976-77 and 1977-78 is attached. Similar data for the year 1973-74 and 1974-75 is being collected and will be laid on the Table of the House.

All these companies are DGTD units. Salient features of the policy regarding distribution of canalised bulk drugs to DGTD units have already been indicated in reply to Lok Sabha Unstarred Question No. 1354 answered on 25.7.78

The releases of canalised bulk drugs to DGTD units were not in the past linked to requirements as per licensed capacities for individual formulations being produced by them but were, on the other hand, linked to best of previous two year's consumption of individual bulk drugs. This explains as to how releases of canalised bulk drugs to some DGTD units would show a growing trend.

One of the bottlenecks in linking the releases of canalised raw materials to the licensed capacities of individual unit is that in most cases, the licences issued in favour of drug units under the I (D&R) Act, 1951 do not indicate formulation-wise capacities. It should be possible to overcome this, once consolidated industrial licences are issued in favour of all the units in terms of the new drug policy.

**Statement**

(Figs in Kgs)

Name of the company	Canalised bulk drug	Qty released in		
		1975-76	1976-77	1977-78
1	2	3	4	5
	<i>CPC items</i>			
M/s Hoechst Pharmaceuticals Ltd.	Chloroquin Phosphate . . .	230	..	175
	Prenylamine Lactate . . .	170	435	435
	Prednisolone . . .	..	..	19.5
	Vitamin B6 . . .	150	65	170
	Caffeine . . .	..	..	645
	Chloramphenicol Powder . .	N.A.	317	305

1	2	3	4	5
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*IDPL Items.*

Tetracycline Hcl . . .	14710	14180	14180
Tetracycline Base . . .	745	1000	1000
Streptomycin Sulphate . . .	5025	5050	5050
Vit. B1 oral . . .	66	66	140
Analgin . . .	125000	131175	128970
Vit. B2 . . .	22	30	70

M/s Sandoz (I) Ltd

*CPC Item.*

Chloroquin Phosphate . . .	185	100	100
Vit. B6 . . .	240	200	20
Caffeine . . .	..	..	520
Chloramphenicol Powder . . .	N.A.	900	1875
Chloramphenicol Palmitate . . .	250	265	165
Vit. 'C' Plain . . .	3465	3720	4725
Vit. 'C' Coated . . .	2340	2940	385

*IDPL Items*

Tetracycline Hcl . . .	3235	3050	3050
Vit. B1 Mono. . .	215	410	480
Folic Acid . . .	38.7	49.5	48
Vit. B2 . . .	59	112	180
Phenobarbitone . . .	1312	1975	1975
Anidopyrine . . .	850	1565	1050
			(upto III quarter)
Tetracycline Base . . .		500	1250

M/s Ffizer Ltd.

*IDPL Items.*

Streptomycin . . .	27695	12000	2000
Sulphate Sulphadimidine . . .	11050	11150	10000
Piperazine Hexahydrate . . .	..	5000	13185
Oxytetracycline Hcl . . .	..	..	5000
Vitamin B1 Hcl . . .	..	..	150
Vitamin B1 Amp. . .	129	100	50
Vitamin B1 Mono. . .	5579	6124	8800
Vitamin B2 . . .	2736	2998	3550

Folic Acid . . .	226	236	250
Vitamin B2-5-Phos . . .	93	..	..

*CPC Items*

Vitamin B6 . . .	1205	880	1505
Chloroquin Phosphate . . .	465	550	775
Calcium-D-Pantothenate . . .	3175	3445	3821
D-Panthenol . . .	80	78	75
Vitamin C . . .	38755	40575	45430
Citric Acid . . .	worth Rs. *40337	worth Rs. *34778	..
Tartaric Acid. . .	worth Rs. *37905	worth Rs. *11070	worth Rs. *39273
Prednisolone . . .	..	265	203.5

\*Quantity released against 'Release Orders' within their values.

1	2	3	4	5
<hr/>				
<b>M/s Abbott</b>				
<i>IDPL Items</i>				
	Vit. B <sub>1</sub> Amp.	500	501	600
	Vit. B <sub>1</sub> Mono	600	1702	2000
	Vit. B <sub>2</sub>	324	810	1000
	B <sub>2</sub> -5-Phos Sod.	85	..	..
	Folic Acid	21.5	43.3	20
<i>CPC Items</i>				
	Erythronycin Ethyl Succ —	1580	995	370
	.. Stearate inate	9290	8260	4830

### Survey for Double Line from Vizayanagaram to Titlagarh

222. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey for double line from Vizayanagaram to Titlagarh of S.E. Railway has been completed;

(b) if so, when the construction of lines are proposed to be taken up; and

(c) the amount provided for the same for the year 1978-79?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) The survey reveals that there is no immediate necessity to undertake any doubling work on this section.

(c) Does not arise.

### Setting up of Fertilizer Project in Himachal Pradesh

223. SHRI DURGA CHAND: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Unstarred Question No. 3195 dated 3th August, 1978 re: criterion for setting up fertilizer factory in Himachal Pradesh and state:

(a) whether the criteria such as techno-economic considerations as to

the availability of feed stock, infrastructure facilities; proximity to the market and demand of fertilizer in the economic marketing zone which are required for the location of a fertilizer project have been studied in respect of setting up of a plant in Himachal Pradesh;

(b) if so, what are the details thereof;

(c) if not, what are the reasons therefor;

(d) whether the State Government have sent any demand to the Central Government for setting up a Fertilizer Project in Himachal Pradesh; and

(e) if so, what action has been taken thereon?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). A Working Group on Fertilizers was set up by the Planning Commission to formulate the programme for development of the fertilizer industry for the Sixth Five Year Plan. This Group has, after a study of all relevant aspects such as feedstock availability, regionwise demand etc., indicated passible—locations for additional fertilizer capacity. It has not suggested Himachal Pradesh as a suitable location for establishment of a large scale fertilizer factory.

(d) No, Sir.

(e) Does not arise.

### **Demands of Indian Railway Traction Workers' Association**

224. SHRI BHAGAT RAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware of the fact that the Indian Railways Traction Workers' Association has placed Charter of demands and grievances to the Divisional Superintendents and Zonal General Managers through Mass deputations and threatened to work to rule;

(b) what are their demands and grievances; and

(c) what is the reaction of Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) and (c). Demands and comments thereon:

Item No. 1. High Voltage/Tension Allowance?

2. Risk Insurance.

Comments:

The question of covering the concerned staff by suitable insurance will receive consideration.

Item No. 3.—Payment of Running Allowance to Tower Wagon Drivers and Cleaners.

Comments:

Under the extant rules, Tower Wagon Drivers, who are maintenance staff, are not treated as running staff. However, the question of referring the issue to the Committee on Running Allowances will be considered.

Item No. 4.—Avenue of Promotions to Tower Wagon Drivers, Jeep Truck; Pick-up Van Drivers, B. D. Van Drivers and Cleaners.

Comments:

This will be given due consideration.

Item No. 5.—Allotment of revised scales of pay to the Traction Distribution Staff of the Electrical Department at par with Workshop staff of Mechanical and Electrical Shops.

Comments:

Probably, the Association wants that the Miabhoy Tribunal Award granting special pay of Rs. 150 to Foreman 'A' in the Authorised Scale of Rs. 450—575 and the scale of Rs. 450—575 (AS) to Foreman 'B' in scale of Rs. 370—475 (AS) which were given to those in workshops, should be extended to the Traction Distribution Staff. The issue has been referred to a Committee of Departmental Council and its outcome is awaited.

Item No. 6.—Job Analysis should be undertaken immediately and 8 hours duty rosters of all staff of the Traction Department without any discrimination should be laid down.

Comments:

Duty hours have been fixed on the basis of classification of staff determined on the basis of workload on them in accordance with the provisions of Hours of Employment Regulations. Having regard to the diversity of work of Railway Servants as a whole, both as regards its nature and volume, different limits of Hours of Employment have been laid down and it is not feasible to achieve uniformity in this regard.

Item No. 7.—Supply of uniforms/protective clothing.

**Comments:**

In accordance with existing instruction, the staff in question are not entitled to protective clothing. However, a Committee of Directors is going into the question of uniforms for various categories of staff.

**Item No. 8.—Violation of Safety.****Comments:**

Detailed Rules and instructions already exist for the safety of staff working on electric power lines and equipments. Steps are also taken to provide adequate supervision to ensure that there is no disregard of rules, staff are not ignorant of rules and that they adopt the correct method of working.

**Item No. 9.—Officiating in Higher Grade.****Comments:**

Railway Administrations have been directed to ensure that no ad-hoc promotion continue beyond a period of 3 months and all such cases are reviewed by the competent authority.

**Item No. 10.—Avenue of promotion:****Comments:**

The demand primarily relates to the artisan staff working in heavy repair shops, Electric and Loco Shed, etc. The Railway Workers Classification Tribunal, 1976 is already on the job of classifying posts of artisans. In its interim report, the said Tribunal had covered skilled posts only and after discussion with the organised labour orders have been issued on 24-8-1978 to the effect that skilled posts will be distributed between highly skilled Gr. I, highly skilled Gr. II and skilled grades in the ratio of 20:25:55

As regards semi-skilled grade of artisans, the final report of the Tribunal on which labour also is adequately represented is awaited.

As regards merger of 2 grades of Clerks viz. 260-400 and Rs. 330-560 into a single running scale, the proposal would have wide repercussions involving all the departments of the Central Government. Hence no unilateral action can be taken by the Ministry of Railways alone.

**Item. No. 11.—Grant of scales of pay to Class IV staff of Traction Distribution Department at par with artisan staff.**

**Comments:**

The demand perhaps relates to determination of skill involved in the job of a Khalasi working in the Traction Distribution Department. This subject is also under consideration of Railway Workers Classification Tribunal, 1976.

**Item No. 12.—Abolition of casual system ..****Comments:**

While it is not possible to achieve the ideal stage of complete decasualisation immediately, substantial progress has been made in giving regular employment to casual labour. Steps have also been taken to redress the grievances of those who have to continue as casual labour due to shortage of regular vacancies, etc.

**Item No. 13.—Creation of Construction Gangs.****Comments:**

40 per cent of the posts which have been in existence for over 3 years in connection with construction work, are proposed to be sanctioned on a permanent basis to create a "construction reserve".

**Item No. 14.— Reinstatement in service of Shri Tapan Ghosh, Khalasi/Sealdah and Shri T. Rama Rao, Fitter/**



Howrah and withdrawal of punishments imposed during emergency in Indian Railway Traction Department

**Comments:**

One case under Section 376/379 IPC is pending against Shri Ghosh in the court of SDJM/Barrackpore. The question of taking him back would be considered after the pending case is decided by the court.

As regards Shri T. Rama Rao, he was removed from service under DAR w.e.f. 20-10-77 consequent on his conviction under Arms Act. He had submitted an appeal for re-employment which was rejected by the General Manager.

Regarding the punishments imposed on railway servants during emergency, remedial measures have already been taken to the extent feasible and necessary.

**Performance of Delhi Parikarma Railway Service**

225. SHRI RAM VILAS PASWAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the performance of Parikarma Railway Service, Delhi during the last one year has not been satisfactory;

(b) whether the demand of the residents of Narain Vihar, Inderpuri and Naraina village to locate the station near H Block of Narain Vihar had been ignored by the Railways;

(c) if so, the reasons therefor;

(d) whether Government intend to shift the station keeping in view the demands of the people and enhance the earnings of the Railways; and

(e) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The

punctuality performance and patronisation of the circular trains in Delhi has been satisfactory.

(b) to (e). The proposal for opening of a halt between Narain Vihar halt and Bara square station or shifting of the station was examined but was found neither operationally feasible nor financially justified.

**Loss to Railways due to flood-damaged Railway Lines**

226. SHRI MADHAVRAO SCINDIA:

SHRI KACHARULAL HEM. RAJ JAIN:

Will the Minister of RAILWAYS be pleased to state:

(a) total loss suffered by the railways due to damages of railway lines throughout the country as a result of recent floods;

(b) steps taken or proposed to be taken to repair the damaged lines; and

(c) steps proposed to be taken to make up loss?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) About Rs. 30 crores which includes the loss of traffic earnings.

(b) Restoration work on the flood-affected sections was taken up on a war footing. With the exception of a few branch lines or narrow-gauge sections, all other affected sections have already been restored to traffic in a very short time. Restoration work on a few branch lines and narrow gauge sections, yet to be opened to traffic, is in progress and is expected to be completed during the next two months or so.

(c) The two ways to make up the loss are to economise on working expenses and increase the earnings. These measures were discussed with

the General Managers of Zonal Railways in the Works Programme meetings held in October/November 1978 as a result of which revised targets of working expenses and earnings were fixed.

#### Leave Reserve Station Masters

227. SHRI RAM PRAKASH TRIPATHI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway Board have issued orders for provision of leave reserve Station Masters/Asstt. Station Masters in the grade of 425—640 on all Indian Railways, 25 per cent of the total strength of leave reserve/A.S.M. grade 330—560;

(b) whether it is a fact that D.S. Delhi has provided 20 leave reserve ASMs grade 425—640 in Delhi on the total strength of 152 LR/ASMs grade 330—560; and

(c) if so, give reasons for less provision of leave reserve in ASMs grade 425—640 and the time by which the remaining LR/ASMs grade 425—640 will be provided?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Prior to 6-6-77 leave reserve for ASM/SM in the grade Rs. 330—560(RS) and Rs. 425—640(RS) was provided in the lowest grade of Rs. 330—560(RS).

In Ministry of Railways letter No. E(G)73LRI-9 Pt. II dated 6-6-77, instructions were issued that 25 per cent of the leave reserve for ASM/SM in grade Rs. 425—640(RS) should be provided in the category itself. This meant that out of the prescribed percentage of leave reserve for ASM/SM grade Rs. 425—640(RS), 25 per cent should be provided in the category itself i.e. Rs. 420—640(RS) and the balance in the category of ASM/SM grade Rs. 330—560(RS).

On Delhi Division of Northern Railway the total strength of ASM/SM in grade Rs. 425—640(RS) is 319 and in accordance with the prescribed percentage of 25 per cent leave reserve, this category is entitled to 80 posts of leave reserve in the initial grade Rs. 330—560(RS). Since 25 per cent of the leave reserve for ASM/SM grade Rs. 425—640(RS) is to be provided in the category itself, 25 per cent of the total number of leave reserve posts of 80 would come to 20 posts. 20 posts of leave reserve A.S.M. have, therefore, been correctly upgraded to grade Rs. 425—640(RS). In the circumstances the question of lesser provision of leave reserve in ASM/SM grade Rs. 425—640(RS) does not arise.

#### Proposal to increase working strength of Punjab and Haryana High Courts

228. SHRI OM PRAKASH TYAGI: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is proposed to increase the working strength of the Punjab and Haryana High Courts;

(b) what is the extent of increase; and

(c) whether accommodation for the additional courts is readily available, if not, by which time it would be constructed, and after how much period the additional courts would start functioning?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). No proposal has been received by the Government of India so far from the Chandigarh Administration in this behalf.

(c) According to Chandigarh Administration there are 15 regular court rooms in the High Court building. Six additional court rooms are under construction which are expected to be ready by 31-3-79.

### Proposal to introduce Second Class Air Conditioned Coaches

229. SHRI SUBHASH CHANDRA BOSE ALLURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to introduce second class air-conditioned sleeper coaches to a few mail and express trains running on important routes; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Yes. Second Class air conditioned sleeper coaches are being progressively provided on important mail/express trains. This type of coach has been recently provided on Tinsukia Mail and Gujarat Mail and it is also being provided on Srinagar Express between New Delhi and Jammu Tawi shortly.

### Extension of Narkatiaganj-Bagha Line

230. SHRI A. K. ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that there is a scheme to extend Narkatiaganj-Bagha railway line in North-Eastern Railway up to Balmikinagar in West Champaran in Bihar to develop a backward area thereof historical importance;

(b) whether it is a fact that the said line has been terminated at the Balmikinagar road (Madanpur) many miles away from Balmikinagar; and

(c) if so, reason thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). The proposal to extend the railway line from Bagha to Balmikinagar is not under consideration at present on account of shortage of resources. The line from Bagha to Balmikinagar Road (Madanpur) has been constructed as a part of Chhitauni-Bagha rail link project which is an approved scheme.

### Post of Member, Engineering in Railway Board

231. SHRI L. L. KAPOOR: Will the Minister of RAILWAYS be pleased to state:

(a) the names of persons who held the post of Member, Engineering in the Railway Board since 1955 together with the period of their tenure in each case indicating the month and the years;

(b) whether they retired from the same post or were promoted or given collateral higher positions; and

(c) particulars of such positions/promotions in each case?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). A statement is attached.

### Statement

*Incumbency statement of the post of Member, Engineering, Railway Board, since 1955,*

S. No.	Name	From	To	Whether retired as Member Engineering or promoted/appointed against another post.
1	2	3	4	5
1	Shri P. C. Mukherjee	1-10-54	31-12-56	Appointed as Chairman, Railway Board, w.e.f. 1.1.57 with the portfolio of Member Mechanical and retired on

1	2	3	4	5
2	Shri Karnail Singh .	25-1-57	16-8-62*	Appointed as Chairman, Railway Board, w.e.f. 19-4-60 and retired on 16-8-62.
3	Shri G. P. Shahani .	17-8-62	30-9-64	Retired as Member, Engineering.
4	Shri D. C. Baijal	1-10-64	7-8-65	Appointed as Chairman, Railway Board, w.e.f. 17-8-62 and retired on 7-8-65. Held the portfolio of Member, Engineering from 1-10-64, onwards.
5	Shri M. A. Rao	11-8-65	23-1-67	Retired as Member, Engineering.
6	Shri K. C. Sood	14-2-67	30-8-70	Retired as Member, Engineering.
7	Shri B. C. Ganguli .	30-8-70 (AN)	12-10-71	Appointed as Chairman, Railway Board., w.e.f. 7-1-70 and retired on 12-10-71. Held the portfolio of Member Engineering from 30-8-70 (AN) onwards.
8	Shri B. S. D. Baliga	13-10-71	12-10-73*	Appointed as Chairman, Railway Board, w.e.f. 13-10-71 and retired on 12-10-73.
9	Shri M. N. Bery	13-10-73	30-4-76*	Appointed as Chairman, Railway Board, w.e.f. 13-10-73 and retired on 30-4-76 (Afternoon).
10	Shri G. P. Warriar .	30-4-76 (AN)	31-8-77* (AN)	Appointed as Chairman, Railway Board, w.e.f. 30-4-76 (AN) and retired on 31-8-77 (AN).
11	Shri M. Menezes	31-8-77 (AN)	23-4-78	Appointed as Secretary, Department of Defence Production w.e.f. 24-4-78.
12	Shri V. C. A. Padmanabhan	1-5-78	till date	_____

\*These officers held the portfolio of Member, Engineering, Railway Board, while functioning as Chairman, Railway Board.

रेलवे में चतुर्थ श्रेणी के कर्मचारियों की संख्या

232. श्री राम प्रसाद बेशमुख : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय रेलवे में काम करने वाले चतुर्थ श्रेणी के कर्मचारियों की संख्या कितनी है और उनमें अनुसूचित जातियों तथा अनुसूचित जनजातियों के कर्मचारियों की संख्या कितनी है; और

(सफाई वालों को छोड़कर)

(ख) अनुसूचित जातियों और अनुसूचित जनजातियों के लिये भारक्षित कोटे को पूरा करने के लिए क्या कार्यवाही की गई है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव मारायण):

(क) 31-3-78 को रेलों पर श्रेणी IV के कर्मचारियों की संख्या निम्नलिखित थी:-

6 श्रेणी IV श्रेणी IV

(सफाई वाले)

कुल	अ०जा०	अ०ज०जा०	कुल	अ० जा०	अ० ज० जा०
7,49,803	1,32,837	38160	55004	46103	847

(ख) अनुसूचित जातियों और अनुसूचित जन जातियों के भारित कोटे को भरने के लिए निरन्तर प्रयास किये जा रहे हैं।

### Pakistan Railway Officials' visit to India

233. SHRI MOHD. SHAFI QURESHI:

SHRI MUKHTIAR SINGH MALIK:

Will the Minister of RAILWAYS be pleased to state:

(a) whether a team of Railway officials from Pakistan visited India;

(b) the purpose for which the team undertook the visit; and

(c) whether Government propose to send a similar delegation to Pakistan?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). The Agreement between India and Pakistan for interchange of rail traffic envisages periodical meetings at different levels. In accordance with this, a team of Railway officers from Pakistan Railways recently held meetings with the Northern Railway officers to review the progress of traffic and sort out various issues connected with the movement of rail traffic. Such meetings are held alternatively in India and Pakistan.

पाकिस्तान में संयुक्त ऊर्बरक एकक

234. श्री राजकेशवर सिंह : क्या पेट्रोलियम, रसायन और ऊर्बरक मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या 15 अक्टूबर, 1978 के "स्टैंड्स-मैन" में "ज्वाइन्ट फर्टिलाइजर यूनिट इन पाकिस्तान" शीर्षक समाचार की ओर उनका ध्यान गया है; और

(ख) यदि हां, तो इस बारे में अक्टूबर, 1978 के प्रथम सप्ताह में इस्लामाबाद में भारत और पाकिस्तान के बीच हुई व्यापार वार्ता का व्यौरा क्या है ?

पेट्रोलियम तथा रसायन और ऊर्बरक मंत्रियों (श्री हेमवती मन्थन बहुगुणा) : (क) तथा (ख). 6 अक्टूबर से 10 अक्टूबर 1978 तक की अवधि में व्यापारिक वार्ता के लिए भारतीय प्रतिनिधिमंडल की पाकिस्तान की यात्रा के दौरान भारतीय पक्ष ने सुझाव दिया कि दोनों देशों के बीच व्यापार के साथ-साथ, भारत और पाकिस्तान के बीच आर्थिक सम्बन्धों के सभी पहलुओं को बढ़ाने की सम्भावना पर भी विचार किया जाए। इस संदर्भ में भारतीय पक्ष ने उदाहरण के तौर पर पाकिस्तान में संयुक्त उद्यमों की सम्भावना, जैसे संयुक्त ऊर्बरक एकक का उल्लेख किया था। फिर भी, भारत ने इस सम्बन्ध में कोई विशिष्ट प्रस्ताव नहीं रखा। जब आर्थिक सम्बन्धों को बढ़ाने की हमारी पेशकश की सराहना हो रही थी तो पाकिस्तानी पक्ष ने महसूस किया कि इस प्रकार के सहयोग के लिए समय उपयुक्त नहीं था।

### Views of Chief Election Commissioner

235. SHRI SHIV SAMPATI RAM: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have taken note of the views expressed by the Chief Election Commissioner from time to time and published in newspapers; and

(b) if so, the reaction of Government towards these views?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Government have seen Press Reports regarding the views expressed from time to time by the Chief Election Commissioner on electoral reforms.

(b) Such of the suggestions for electoral reforms as have been received from the Chief Election Commissioner for the consideration of Government are under examination as part of the comprehensive proposals for electoral reforms currently under Government's study.

स्ट्रेप्टोमाइसिन तथा पेनिसिलिन के उत्पादन में वृद्धि

236. श्री यमुना प्रसाद शर्मा : क्या वैट्रोलायम, रसायन और उर्बरक मंत्री यह बताने की कृपा करेंगे कि :

(क) वर्ष 1976 की तुलना में वर्ष 1978 के अन्तिम 10 महीनों में देश में स्ट्रेप्टोमाइसिन तथा पेनिसिलिन के उत्पादन में कितने प्रतिशत वृद्धि हुई है;

(ख) स्ट्रेप्टोमाइसिन के एक ग्राम्यूल की उत्पादन लागत कितनी है तथा रोगियों को बाजार में यह किस मूल्य पर मिलता है; और

(ग) क्या इन जीवन-रक्षक दवाओं के मूल्य अप्रैल 1977 से पहले के मूल्यों की तुलना में अब कुछ घट गए हैं और यदि हां, तो कितने प्रतिशत घटे हैं।

वैट्रोलायम तथा रसायन और उर्बरक मंत्री (श्री हेमवती मन्धन बहुगुणा) : (क) वर्ष 1978 के प्रथम 10 महीनों की तुलना में वर्ष 1976 के प्रथम 10 महीनों के दौरान देश में स्ट्रेप्टोमाइसिन और पेनिसिलिन के उत्पादन की स्थिति निम्न प्रकार है :—

क्रम सं०	औषध का नाम	इकाई	उत्पादन	जनवरी-प्रस्तुत 1976 1978	प्रतिशत कमी
1.	पैसिलिन एम० एम० यू०	एम० एम० यू०	212.82	173.98	(-) 18.25
2.	स्ट्रेप्टोमाइसीन	टन	180.44	129.39	(-) 28.29

मांग को पूरा करने के लिए देश में पेनिसिलिन का पर्याप्त उत्पादन होता है। लेकिन स्ट्रेप्टोमाइसीन के मामले में मांग को पूरा करने के लिए स्वदेशी उत्पादन की प्रविष्टि के लिए कुछ आयात आवश्यक है। 1976-77 के दौरान 32.99 टन के वास्तविक आयात की तुलना में वर्ष 1978-79 के लिए 80 टन आयात की योजना बनाई गई है ताकि योग को पर्याप्त रूप से पूरा किया जा सके।

(ख) और (ग). कुछ प्रमुख निर्माताओं के स्ट्रेप्टोमाइसीन एम्पूलस के मूल्यों का व्योरा दर्शाने वाला एक विवरण-पत्र संलग्न है। औषध (मूल्य नियंत्रण) आदेश 1970 के अन्तर्गत स्ट्रेप्टोमाइसीन फार्मूलेशनों के लिए निर्धारित किए गए मूल्यों में 1976 से कोई परिवर्तन नहीं हुआ है। उक्त आदेश के अन्तर्गत निर्धारित फुटकर मूल्य

अधिकतम मूल्य है और निर्माता अपने उत्पादनों को सरकार द्वारा निर्धारित मूल्यों पर प्रेषण उससे कम मूल्यों पर बेचने के लिए स्वतंत्र हैं। अप्रैल 1977 के बाद पैनिसिलीन और स्ट्रेप्टोमाइसीन के मूल्यों में कमी के बारे में कोई विनिष्ट अध्ययन नहीं किया गया है। औषधों और दवाइयों के थोक मूल्य सूचकांक (1970-71—100 के आधार पर) से निम्नलिखित स्थिति स्पष्ट होती है :—

वर्ष	थोक मूल्य सूचकांक
1976-77	133.9
1977-78	136.3
अप्रैल-सितम्बर, 1978	136.2

#### विवरण

स्ट्रेप्टोमाइसीन सफ्ट इन्जेक्शन के ग्योरे बताने वाला विवरण पत्र

क्रम सं०	फार्मूलेशन का नाम	पैक का आकार	कारखाने से बाहर का मूल्य	मार्का	उत्पादन शुल्क	सरकार द्वारा स्वीकृत अधिकतम फुटकर मूल्य
1	2	3	4	5	6	7
	सी फाइबर लि०					
	स्ट्रेप्टोमाइसीन इन्जेक्शन	1 ग्राम वाक्स	0.921	0.186	0.03	1.13

1	2	3	4	5	6	7
2	मससं प्लुस सेबोरेकीज लि०					
	(क) कोमोसोन-एस० इन्जेक्शन	1 ग्राम × 50 वायल्स	47.64	11.32	1.16	60.12
	(ख) कोमोसोन-एस० इन्जेक्शन (स्टेबिलाइज्ड सोल्यूशन)	5 × 10 मिली कार्टर	14.22	7.56	0.43	22.21
3	मससं साराबाई कैमिकल्स					
	(क) एम्बाइस्ट्रोन-एस० इन्जेक्शन	1 ग्राम वायल्स	0.98	0.18	0.02	1.18
	(ख) एम्बाइस्ट्रोन-एस० इन्जेक्शन	0.75 ग्राम वायल्स	0.77	0.24	0.02	1.03
4	मससं मर्क शार्प एण्ड बोह्स ग्राफ इंडिया लि०					
	परस्टैप इन्जेक्शन	1 ग्राम वायल्स	1.03	0.15	0.02	1.20
5	मससं हिन्दुस्तान एग्जीक्यूटिव लि०					
	(क) स्ट्रेप्टोमाइसीन मल्टिके इन्जेक्शन	0.75 ग्राम/वियाल्स	0.78	0.23	0.02	1.03
	(ख) स्ट्रेप्टोमाइसीन मल्टिके इन्जेक्शन	1 ग्राम वियाल्स	0.96	0.27	—	1.23
6	मससं प्राई०डी०एल०					
	स्ट्रेप्टोमाइसीन मल्टिके इन्जेक्शन	1 ग्राम वियाल्स	25.94	4.94	0.30	30.73
7	मससं डाइज मेडिकल स्टोर्स निर्यात प्राईवट लि०					
	स्ट्रेप्टोमाइसीन मल्टिके इन्जेक्शन	1 ग्राम वियाल्स	1.04	0.17	0.02	1.23
8	मससं एलेम्बिक कैमिकल्स वर्कस प्रा० लि०	1 ग्राम वियाल्स	1.00	0.13	0.01	1.14
	(क) स्ट्रेप्टोमाइसीन मल्टिके इन्जेक्शन					
	(ख) स्ट्रेप्टोमाइसीन मल्टिके इन्जेक्शन	0.75 ग्राम वियाल्स	0.87	0.15	0.01	1.03

### Demand for Cooking Gas in North India

237. SHRI S. S. SOMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that the demand for cooking gas in North India is increasing day by day; and

(b) if so, whether it is also a fact that production had gone down in the Barauni Refinery, which is current source of supply of the gas and has created problems and a long wait for refilling?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir, demand for cooking gas is increasing in the entire country including North India.

(b) Liquefied Petroleum Gas (cooking gas) for North India is supplied from the Barauni and Gujarat (Koyali) refineries of the Indian Oil Corporation and by the Bombay Refineries of Hindustan Petroleum Corporation and Bharat Petroleum Corporation. It is a fact that availability of cooking gas from Barauni has been affected due to various reasons such as labour troubles, transportation problems due to recent floods, etc. Supply position in Koyali-fed areas was also affected due to similar reasons. The Bombay Refinery of Hindustan Petroleum was shut down for about a month which resulted in reduced availability of LPG. As a result thereof, some unavoidable backlogs in gas refill supplies have developed. However, after the commissioning of expansion unit at Koyali the situation is improving and backlogs in both areas is expected to be wiped off soon.

**‘जयंती जनता एक्सप्रेस’ का काल-क्रम**

238. श्री राम सेवक हजारी क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या जयंती जनता एक्सप्रेस उत्तर बिहार से दिल्ली जाने वाली एकमात्र एक्सप्रेस ट्रेन है जो सप्ताह में दो बार चलती है और इसमें सदैव बहुत भीड़ होती है ;

(ख) क्या सरकार का विचार इसे दैनिक रेलगाड़ी बनाने का है ताकि यात्रियों की कठिनाइयों को दूर किया जा सके ; और

(ग) यदि हां, तो ऐसा कब किये जाने की संभावना है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) :  
(क) नयी दिल्ली और बगौनी के बीच चलने वाली 85/86 आसाम मेल गाड़ियों में नयी दिल्ली और मुजफ्फरपुर के बीच तीन सीधे जाने वाले मवारी डिब्बे भी लगाये जाते हैं। इनके अलावा, 167/168 विक्रम शिला एक्सप्रेस भी दिल्ली को भागलपुर से जोड़ती है।

(ख) जी नहीं। मुजफ्फरपुर और दिल्ली के बीच सप्ताह में दो बार चलने वाली 153/154 जयन्ती जनता एक्सप्रेस के फेरों में वृद्धि करना न तो औचित्यपूर्ण ही है और न ही परिचालनिक दृष्टि से व्यावहारिक ही।

(ग) प्रश्न नहीं उठता।

**Setting up of a Pesticide Plant in Punjab**

239. SHRI B. S. RAMOOWALIA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether he declared in a Press Conference in Punjab to establish a pesticide plant in Punjab in public Sector with Punjab Government;

(b) what is the present position in this regard; and

(c) what steps are being taken to expedite it?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). Hindustan Insecticides Limited, a wholly owned Central Government Company, have been in touch with the Punjab Agro-Industries Corporation for setting up joint venture plants for the manufacture of BHG technical (26 per cent gamma) and Butachlor. The technology for both the items will have to be imported. Further progress in the matter will, therefore, depend upon the acquisition of technology, efforts for which are under way.

**Cases against production of Protinex and Oxytetracycline by M/s. Pfizer**

240. SHRI S. S. DAS: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) full history of Protinex and Oxytetracycline cases of Messrs. Pfizer and their present position; and

(b) when Government decision is expected on both these cases?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The requisite details have already been furnished in reply to Lok Sabha. Unstarred Question No. 4911 and Unstarred Question No. 2352, answered on 29-8-1978 and 1-8-1978 respectively.

**घाट-बस वर्षोंसे एक ही स्टेशन पर काम कर रहे कैंटीन कर्मचारी**

241. श्री एच० एल० पी० सिन्हा क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेलवे कैंटीनों और रेस्टां में कैंटीन मैनेजर और बिल क्लर्क पिछले घाट से दस वर्षों तक एक ही स्टेशन पर कार्य कर रहे हैं ;



(ख) क्या इससे भ्रष्टाचार को बढ़ावा मिलता है;

(ग) यदि हां, तो इस बारे में क्या किसी प्रक्रिया का प्रस्ताव किया गया है; और

(घ) यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव मारवाण) : (क) जी हां ।

(ख) से (घ). ऐसी कोई विशेष कारण नहीं जिससे भ्रष्टाचार को प्रोत्साहन मिले । प्रशासनिक सुधार आयोग, जिसने अनिवार्य आर्वाधिक स्थानान्तरणों के प्रश्न का अध्ययन किया था ने सिफारिश की और सरकार ने स्वीकार किया कि इस प्रकार के स्थानान्तरण अनावश्यक हैं । फिर भी जब आवश्यक हो कर्मचारी के बारे में असंतोषजनक रिपोर्टों के आधार पर चुनौती स्थानान्तरण किये जा सकते हैं ।

### Fresh Drug policy Guidelines

242. SHRIMATI AHILYA P. RANGNEKAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government intend to come out with fresh policy guidelines after reviewing the entire drug policy; and

(b) if so, when and the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). The Statement laid on the Table of the Lok Sabha on 29th March, 1978 contains the essential features of the new drug policy. If in the light of experience gained and views expressed in various forums of discussion, it becomes necessary to improve or elaborate on some of the decisions in consultation with the concerned Ministries, requisite modifications would be made.

### Loss to Railways due to floods

243. SHRI A. R. BADRI NARAYANAN:

SHRI R. V. SWAMINATHAN:

SHRI JANARDHANA  
POOJARY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Railways have suffered a loss of Rs. 1.26 crore due to the recent floods in the country;

(b) if so, whether this includes traffic loss and the cost of rebuilding of bridges also;

(c) if so, what is the actual loss so far estimated;

(d) how much repairs have been carried and how much is still to be done; and

(e) by what time all the work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The total loss suffered by the Railways due to recent floods (from 1-9-78 to 31-10-78) is estimated at about Rs. 30 crores.

(b) Yes.

(c) About Rs. 30 crores.

(d) With the exception of the following unimportant branch lines or narrow gauge sections on Eastern and Northern Railways, repairs to flood damages on all other sections have been completed and traffic thereon already restored:

1. Bhimgara-Palasthali Branch line (BG)

2. Ahmedpur-Katwa section (NG)

(This line is owned by a private company and the cost of restoration is to be borne by them).

3. Krishannagar-Nabadwip ghat section (NG)

4. Chopan-Chunar section (BG)

} Eastern Railway.

} Northern Railway..

In addition to the above, out of 3 lines (Down, Middle & Up), the Up line between Kulgachia and Panskura on Howrah-Kharagpur (BG) section of S. E. Railway is also yet to be restored to traffic.

(c) Restoration work on the remaining lines is expected to be completed during the next two months or so.

### **Strike of Natural Gas at Jawalamukhi**

244. SHRI B. P. MANDAL: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Oil and Natural Gas Commission unit at Jawalamukhi (70Km. from Hoshiarpur) struck natural gas at well No. 6;

(b) whether 60 cm. high flame of gas shot up after the well had been drilled to the depth of 850 metres; and

(c) if so, what is the development upto date for obtaining gas force thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a). Yes, Sir, Some gas was observed while testing the well.

(b) and (c). While testing the intervals 981.5 to 985.5 metres minor quantity of gas at zero atmosphere well head pressure was recorded. When lighted this gas initially gave a flame of 60 cm. Within two hours the height of the flame of the burning gas gradually reduced and eventually died out. This minor quantity of gas is often present in the sediments of Jawalamukhi area and is not considered of any commercial importance. However, detailed testing of the well is in progress and the total amount of gas available will be known only after testing is completed.

### **Damage to Railway Establishment due to recent floods**

245. SHRI B. P. MANDAL:

DR. VASANT KUMAR PANDIT:

Will the Minister of RAILWAYS be pleased to state:

(a) the total damage caused to Railway establishments due to recent flood;

(b) the total loss of freight and fare due to floods; and

(c) the steps if any, the Railway Ministry proposes to take to prevent recurrence of such damages in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The total loss suffered by the Railways including loss of traffic earnings, due to recent floods (from 1-9-78 to 31-10-78) is estimated about Rs. 30 crores.

(b) The loss on account of traffic earnings is about Rs. 20 crores.

(c) At the time of construction of new railway lines, careful study is made of the terrain, rainfall drainage and flood records in the area, in order to ensure that the new line is so designed as not to be affected by the ravages of floods. The alignment is selected carefully, the formation level of the track is kept above the highest known flood level in the area and bridges with adequate waterway are provided to let the flood waters of the rivers flow unhampered, so that safety of the railway line is not endangered. Special attention is given to bridges, which are normally designed for a flood discharge of 50 years frequency after a careful consideration of the hydrology and past history of floods. Their foundations are designed to withstand even heavier floods.

Amongst the steps taken to prevent the flood damages are the following:-

(1) All bridges are carefully inspected every year and repairs to substructure, flooring, guide-bunds, pitching etc. carried out as necessary.

(2) Waterways of all bridges are cleaned before the monsoons so that there is no obstruction to the flow of water.

(3) Bridge cells on the Zonal Railways review the adequacy of waterway of important and vulnerable bridges. Some of the bridges are widened, raised, re-sited or additional bridges constructed as a result thereof as considered necessary. At the time of rebuilding old bridges, adequate waterway is provided taking into account the past flood records.

(4) Wherever justified and otherwise feasible, the formation is raised and/or strengthened, pitched with stones or diverted away from the flood affected area.

Despite all the measures mentioned above, certain amount of flood damages on the vast railway system are unavoidable during monsoons, especially when unprecedented and flash floods, failure of tanks/dams upstream, etc. occur.

#### Railway Finances in Bad Shape

246. DR. BAPU KALDATE:

SHRI JANARDHANA  
POOJARY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the railway finances are in bad shape; and

(b) if so, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No. The Railways achieved a record surplus of

3010 LS—4.

Rs. 126.23 crores in 1977-78 and Budget Estimates for 1978-79 envisage a surplus of Rs. 65.43 crores. Although there has been some set-back in goods traffic in the current year, all efforts are being made to ensure satisfactory financial results through economies and improved performance in the current busy traffic season.

It may be stated, however, that owing to net deficits incurred since 1966-67, the Railways' indebtedness to the General Revenues had risen to Rs. 461.99 crores as on 31-3-1977. The satisfactory financial performance of 1977-78 has facilitated reduction of the indebtedness to Rs. 368.68 crores as on 31-3-1978 and a further reduction to Rs. 345.38 crores is targetted by March, 1979. Measures to liquidate the accumulated debts are presently under consideration.

(b) Does not arise.

#### Railway Bridges washed away by recent floods

247. SHRI PRADYUMNA BAL: Will the Minister of RAILWAYS be pleased to state:

(a) the particulars of railway bridges washed away during the recent floods in various parts of the country;

(b) the loss suffered by the Railways on this account; and

(c) the steps taken to ensure good quality material is used in the construction of railway bridges?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) A statement is attached.

(b) The loss suffered due to damage to these bridges is expected to be about Rs. 1.4 crores.

(c) In order to ensure use of good quality materials for bridge construction, standard specifications already

exist on all the zonal Railways and these are strictly followed in construction of bridges.

#### Statement

*Railway Bridges washed away during the recent floods.*

S. No.	Particulars of Bridge	Section on which located
<i>Eastern Railway</i>		
1.	Bridge No. 125 consisting of 3 × 54' girder spans (Only one of the abutments was washed away).	Birdwan-Kiulvia Sahibganj (B.G.)
2.	Bridge No. 56 consisting of 1 × 20' girder span.	Krishannagar-Lalgola (B.G.)
3.	Bridge No. 11 consisting of 4 × 12' arch spans.	Bhimgara-Palasthali (B.G.)
4.	Bridge No. 54 consisting of 1 × 10' arch span.	Barkakana loop line (B.G.)
5.	Bridge No. 42 consisting of 14 × 40' & 4 × 60' girder spans.	Ahmedpur-Katwa N.G. line. This line is owned by a private company.
<i>Northern Railway</i>		
6.	Bridge No. 411 consisting of 1 × 60' & 1 × 100' girder spans.	Chopan-Chunar (B.G.)
7.	Bridge No. 233 consisting of 1 × 10' arch span.	Delhi-Ghaziabad (B.G.)
<i>South Eastern Railway</i>		
8.	One 10' span R.C.C. slab bridge.	Howrah-Kharagpur (B.G.)

#### Proposal to give more powers to R.P.F. to check crimes in Trains

248. SHRI K. T. KOSALRAM:

SHRI V. G. HANDE:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to arm the Railways Protection Force (RPF) with powers of the Police for effectively checking crimes in running trains and stations;

(b) if so, what is the reaction of State Governments; and

(c) whether State Governments have threatened to withdraw the existing police personnel on railway duty (GRP), if the Railway did not fully reimburse the expenditure incurred on them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No.

(b) and (c). Do not arise.

#### Scarcity of diesel in Jabalpur and Seoni District

249. SHRI NIRMAL CHANDRA JAIN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether in October, 1978 there has been an acute scarcity of diesel in Jabalpur and Seoni District of Madhya Pradesh causing great distress to the cultivators owning tractors;

(b) how was this scarcity caused and what steps were taken to fight

against it and boost up the supply; and

(c) whether Government will take appropriate steps to see that such a scarcity is not caused next year as happened this year and in some previous years?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) In October, 1978, there has been some shortfall in the availability of high speed diesel oil as compared to the requirements in Jabalpur and Seoni Districts in Madhya Pradesh.

(b) and (c). The shortfall in availability was caused as a result of the strike by the Bombay Port Trust Railway workers between mid-September and third week of October affecting loading and despatch of petroleum products from Bombay. The oil companies took immediate rescue measures like bridging supply from nearby depots to improve the supply situation. After the strike of the Bombay Port Trust Railway workers was over, the supply position of diesel oil in these two districts has improved. It will be the endeavour of the oil companies to meet the market demands in full.

**Recent floods Immobilised 35,000 wagons**

**250. SHRI R. V. SWAMINATHAN:**

**SHRI R. C. KADANNAPALLI:**

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that during the recent floods 35,000 wagons got immobilised;

(b) whether the eastern sector claimed the highest immobilisation; and

(c) if so to what extent the railways had to suffer due to immobilisation of wagons?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) and (b). Yes.

(c) As a result of the immobilisation of wagons railways lost about 3.45 million tonnes of revenue earning originating traffic.

**Utilisation of Natural gas from Bombay High by Gujarat**

**251. SHRI D. D. DESAI:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the progress made in regard to the utilisation of natural gas from Bombay High in Gujarat;

(b) whether Government is aware that there is a considerable discontent in Gujarat over this issue; and

(c) if so, the steps taken to meet Gujarat's legitimate demand for use of this gas?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):** (a) to (c). Various letters/representations have been received from time to time regarding supply of gas from Bombay Offshore to meet requirement of Gujarat.

A feasibility study on the gas pipeline to Gujarat from Bombay Offshore has been made by ONGC. Further, they have recently taken up additional oceanographic and sea-bed investigations for exploring a prospective route to landfall point in Gujarat. The final report along with ONGC's recommendations is expected to be submitted to Government in December 1978. On receipt of the report, a view on the economics, location, time schedule of completion, etc. of the pipeline would be taken by Government. The time-schedule of completion will be so framed so as to fall in line with the development of economic uses of gas in Gujarat.

### **Disparity in Emoluments in Public and Private Sector**

252. **SHRI C. VENUGOPAL:** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the particulars of Government decision in regard to remove disparity in marginal emoluments in public and private sector; and

(b) the precise *modus operandi* for ensuring compliance with the decision both according to letter and spirit?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN):** (a) The revised administrative guidelines relating to the remuneration of managerial personnel in public limited companies and private limited companies which are subsidiaries of public limited companies in the private sector are enclosed. These guidelines are intended to narrow down the disparities in managerial remuneration in the public and private sector.

(b) This aspect of the motion is generally looked into by the Auditors of the companies and in case of any violation of the sanction issued in this behalf by the Department, they are expected to qualify the report on the basis of which necessary action is taken by the Department. The Department looks into these matters independently, also particularly, during the course of inspection under section 209A and investigations under Sections 35/237 of the Companies Act, 1956. The Registrars of Companies are also expected to look into these points during the course of technical scrutiny of the balance sheets.

#### **Statement**

Revised guidelines/administrative ceilings on the salary and perquisites/benefits allowable to the Managing Directors, whole-time Directors,

Part-time paid Directors and Managers in Public Limited Companies, or Private Limited Companies which are subsidiaries of public limited companies.

#### **1. Introduction**

1.1 The expression 'managerial personnel' in relation to companies registered under the Companies Act, 1956 ordinarily refers to the Managing 'Whole-time Directors or Managers (as defined under section 2(24) of the Act) and exclude executives who are not members of the Board of Directors of a company irrespective of the salary paid to them.

2. Both the appointment and remuneration of the managerial personnel are subject to the regulatory provisions contained in the Companies Act. As such the approval of the Central Government is required both for the appointment/reappointment of Managing/whole-time Directors/Managers and also for the remuneration payable to them during their tenure of appointment.

#### **2. Statutory Provisions regarding limits of Managerial remuneration**

2.1. While under section 269 read with section 388, their appointment as well as reappointment is subject to the approval of the Central Government, the provisions of section 309 to 311 read with section 387 govern their remuneration. Section 309 provides, *inter alia*, that the Managing/Whole-time Director may be paid up to 5 per cent of the company's net profits for one such Director and where there is more than one such Director, upto 10 per cent thereof for all of them put together.

2.2 Under section 198, the remuneration payable to all Directors including a Part-time Director is not to exceed 11 per cent of the Company's net profits and this percentage is exclusive of the fees payable to the Directors for attending the meetings of the Company's Board of Directors from time to time.

2.3 The remuneration to a Managing Director or Whole-time Director or Manager may, however, be paid to them either by way of monthly payment or as percentage of the net profits or by way of perquisites or by one or more of them. In any case, it will be subject to the limits mentioned above.

#### 2.4 Minimum or Protected Remuneration

Section 198(4) of the Companies Act provides, inter alia, that where a company has no profits of its profits are inadequate in any financial year, it may, subject to the Central Government's approval, pay to its Directors including any Managing/Whole-time Director or Manager by way of minimum remuneration an amount not exceeding Rs. 50,000 per annum to all of them put together if there are two or more of them holding office in the company.

This limit of Rs. 50,000 could be exceeded with the approval of the Central Government if the latter is satisfied that, for the efficient conduct of the business of the company, the minimum remuneration of Rs. 50,000 per annum, is or will be insufficient.

#### 3. Administrative Guidelines

Administrative guidelines were issued in November 199 governing the remuneration payable to the Managing/Whole-time Directors, Managers of Public Limited Companies and Private Companies which were subsidiaries of Public Limited Companies. In view of persisting doubts regarding the Central Government's powers in fixing ceilings on remuneration, the Companies (Amendment) Act, 1974 introduced certain new provisions which vested the Central Government with specific powers to fix the remuneration of Managing/Whole-time Directors and Managers. The new provisions of section 637AA clearly enumerated the principles that should be kept in view in approving any appointment or in fixing the remuneration of the managerial personnel. It

was specifically laid down that the Central Government, while according its approval to managerial remuneration would, *inter-alia*, have regard to public policy relating to the removal of disparities in income".

#### 4. The case for reduction in ceilings

The Central Government have carefully reviewed the entire question of managerial remuneration in the context of socio-economic objectives of State Policy and the need for establishing a co-relation in managerial remuneration at comparable levels of responsibility in Government, public-sector undertakings and public limited companies. In this connection, the recommendations of the Study Group on Wages, Incomes and Prices (Bhoothalingam Committee) whose report was published in May 1978 as well as the recommendations of the High-powered Expert Committee under the Chairmanship of Justice Rajinder Sachar have been taken into account. These two Committees had the benefit of the views of various interests and bodies representing the employers, employees, trade Unions etc.

#### 5. Revised Guidelines

The following revised guidelines have accordingly been framed for dealing with applications received by the Central Government under Sections 269, 310, 311, 309 and 198, 387 and 388 of the Companies Act, 1956:

##### 5.1 Substantive Remuneration

(i) The maximum remuneration payable to Managing/Whole-time or Part-time paid Directors, Managers from one or more companies put together subject to the statutory limits has been fixed as under in:

(a) The salary inclusive of dearness allowance and all others fixed allowances should not exceed Rs. 60,000 per annum;

(b) A commission on net profits upto 1 per cent of the net profits may be allowed in addition

to the salary as an incentive for efficient and sound management, but this should be at least 20 per cent of salary subject to an overall ceiling that salary plus commission would not exceed Rs. 72,000 per annum (bonus will be treated as part of commission);

(c) Where a company proposes to pay remuneration in the form of commission on net profits alone, this shall be subject to a maximum limit of Rs. 72,000 per annum; and

(d) Henceforward, perquisites will be restricted to an amount equivalent to the annual salary subject to a maximum of Rs. 60,000 per annum to be reckoned on the basis of actual expenditure or liability incurred by the company as provided under explanation to section 198 of the Companies Act, 1956. There would, however, be separate non-inter changeable ceilings for expenditure on pensionary benefits, medical treatment and housing. Within this overall limit, the perquisites that may be allowed by the company will be as under:—

(i) Company's contribution towards Provident Fund;

Non-interchangeable ceiling of 10 per cent of salary.

(ii) Company's contribution towards Pension/Superannuation Fund:

Non-interchangeable ceiling of 15 per cent of salary.

(iii) Gratuity:

Payable in accordance with an approved fund and which does not exceed one-half month's salary for each completed year of service subject to a non-inter-changeable ceiling of Rs. 30,000 or 20 months salary, whichever is less.

(iv) Medical benefits for self and family:

Non-inter-changeable ceiling of 1 month's salary subject to a maximum of Rs. 5000 per annum.

(v) Leave and leave travel concession.

(vi) Housing including furniture, fixtures, appliances, gas and electricity—Non-inter-changeable ceiling of 40 per cent of salary on the condition that 10 per cent of salary would be borne by the managerial personnel.

(vii) Free use of company's car with driver.

(viii) Personal accident insurance.

(ix) Free telephone facility at residence.

(x) Fees of clubs subject to a maximum of 2 clubs. Admission and Life membership fees to clubs will not be allowed.

### 5.2 Minimum Remuneration

In the event of absence or inadequacy of profits in any financial year, a cut of 10 per cent will be imposed on the substantive salary while the ceiling on perquisites will not be altered. (No commission/bonus will be payable in the case of absence or inadequacy of profits).

### 5.3 Exceptions

Expatriates and persons possessing high or rare skills would not be covered by the ceilings on managerial remuneration. These cases will be decided on merits.

### 5.4 Applicability of revised guidelines

The revised guidelines will not be applicable to the existing managerial personnel in whose cases approval have already being accorded, for the remaining duration of their current tenure. They will be made applicable to those persons on their reappointment on the expiry of their current tenure.



**Manufacture of Federal C. Tablets by  
M/s. Warner Hindustan**

253. SHRI R. K. AMIN:

SHRI RAMJI LAL SUMAN:

Will the Minister of PETROLEUM, CHEMICALS & FERTILIZERS be pleased to state:

(a) whether M/s. Warner Hindustan are manufacturing Federal C. tablets without any industrial licence;

(b) if so, why was release of Prednisolone recommended in their favour, under what provisions was it done and at what level was the decision taken to release Prednisolone; and

(c) details of instructions issued by his Ministry to State Chemicals & Pharmaceuticals Corporation of India Ltd. and State Trading Corporation in regard to Prednisolone releases?

THE MINISTER OF PETROLEUM AND CHEMICALS & FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). Details regarding the manufacture of Federal C. tablets by M/s Warner Hindustan and the recommendation for the release of Prednisolone in their favour, have been explained in the reply to Lok Sabha Unstarred Q. No. 8802 answered on 2nd May, 1978. The decision to ask the State Chemicals & Pharmaceuticals Corpn. of India Ltd. to release 1.5 kgs of Prednisolone during 1977-78 in favour of M/s Warner Hindustan Ltd. was taken at appropriate level in the Ministry.

In April 1977, M/s Wyeth Laboratories, who are the only manufacturer of Prednisolone in the country, were informed that they might make supplies of this drug to the same formulators only during 1977/1977-78 as per supplies made by them during 1976/1976-77. For such supplies, no authorisation from the CPC would be necessary but M/s Wyeth Laboratories would

furnish a statement showing the production and supplies made to each formulator to the CPC and the Ministry every month. It is in this context that CPC were advised to make additional supplies of Prednisolone to units serviced by the CPC during 1977/1977-78 by way of growth rate as per distribution policy for release of canalised bulk drugs. CPC were also authorised to make supplies to any other units who wanted to take up the manufacture of products based on Prednisolone within the framework of distribution policy. Subsequently the manufacturing plant of M/s Wyeth Laboratories was shut down for about four and half months on account of some contamination problem resulting in loss of production. Instructions were, therefore, issued to the CPC that units serviced by M/s Wyeth Labs in 1976/1976-77 may be allowed releases to the extent of 40 per cent of the quantities released to them by M/s Wyeth Labs during 1976/76-77. M/s Wyeth Labs were also to be allowed similar release from the CPC. As regards new units, CPC were advised to release a quantity of 5 kgs of Prednisolone or the quantity recommended by the State Drug Controllers whichever was less.

Prednisolone has been decanalised during 1978-79.

**Prices of Drugs**

254. SHRI R. KOLANTHAIVALU: Will the Minister of PETROLEUM, CHEMICALS & FERTILIZERS be pleased to state:

(a) whether Government are satisfied that the prices of drugs have shown a reasonably lower trend consequent on the formulation of the new drug policy; and

(b) if not, whether the precise pit falls in the new policy have been identified so that life saving drugs are available at a reasonable rate to common man?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**  
(a) and (b): The recent trend in pri-

ces of drugs can be seen from the following movement of the wholesale price index for drugs and medicines:-

Year	Wholesale price index for drugs and medicines. (1970-71 = 100)	Percentage increase/ decrease
1975-76	118.7	
1976-77	133.9	+13% over 1975-76
1977-78	136.3	+1.8% over 1976-77
April-September, 1978	136.2	Price level held at 1977-78 level.

The new pricing policy which was announced in March, 1978 envisages selective price control. For the purpose of price control four categories of formulations have been established. Category I and Category II formulations which are lifesaving and highly essential would carry a lower mark of 40 per cent and 55 per cent respectively. Leader prices would be established in these two categories. Category III formulations would carry a mark upto 100 per cent. There would be no price control on category IV formulations.

including the amount of compensation and made of payment are continuing.

#### पैमेंन्जर गाड़ियां निलम्बित करना

257. श्री झालेश्वर प्रसाद यादव : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) गत कुछ महीनों में कितनी पैमेंन्जर गाड़ियां निलम्बित की गई और उनके क्या कारण रहे ;

(ख) क्या बहुत सी पैमेंन्जर गाड़ियां पूर्वोत्तर रेलवे के समस्तीपुर डिबीजन तथा मानपुर डिबीजन में अभी भी निलम्बित हैं ; और

(ग) यदि हां, तो सभी पैमेंन्जर गाड़ियों को कब तक फिर से चलाये जानेकी आशा है ?

#### Decision to take over Foreign Oil Companies

255. SHRI M. V. CHANDRASHEKARA MURTHY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government had decided to take over all the foreign oil companies operating in India; and

(b) if so, by what time all of them will be taken over?

**THE MINISTER OF PETROLEUM, AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):** (a) and (b). It is proposed to take over Assam Oil Company and B.O.C.'s interest in Oil India Limited. Negotiations with B.O.C. for the take over

रेल मंत्रालय से राज्य मंत्री (श्री शिवनारायण) (क) से (ग) : सूचना इकट्ठी की जा रही है और मंगा बटल पर रख दी जायेगी ।

झंकलेश्वर-राज पीपल छोटी लाइन का विस्तार

258. श्री अमर सिंह बी० राठवा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या नर्मदा परियोजना को स्वीकृत दिये जाने के परिणामस्वरूप कुछ नये उद्योग शुरू किये जाने वाले हैं ;

(ख) यदि हां, तो क्या सरकार ने इन उद्योगों के विकास के लिये खेत की छोटी साइन अर्थात् बड़ीदा से छोटा उदपुर और खंडवा तक को बड़ी लाइन में बदलने के लिये कोई कार्यवाही की है और यदि हां तो इस बारे में ज़ीरा क्या है ; और

(ग) क्या प्रकलेश्वर राजबोसल छांगी लाइ का नमंदा सिबाई परियोजना तक से जाने की और बाइ गेख तक से जाने की कोई योजना है; यदि हां तो इस बारे में पूरा ज्योरा क्या है और यदि नहीं, तो उसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री ( श्री सिद्ध भारावण ) :  
(क) से (ग) अब तक रेल मंत्रालय के नोटिस में कोई ठोस योजना नहीं लायी गयी है । तथापि, वर्ष 1970 में किये गये एक सर्वेक्षण के अनुसार वर्तमान छोटी लाइन इस क्षेत्र के वर्तमान यातायात और नमंदा तथा अन्य सिबाई योजनाओं के लिए निर्माण सामग्री की दुलाई की व्यवस्था सहित निकट भविष्य में प्रति-भासित यातायात की आवश्यकताओं को पूरा करने के लिए पर्याप्त है, इसलिए इन लाइनों का आमान-परिवर्तन आवश्यक नहीं समझा जाता । नमंदा परियोजना स्थल तक इन रेल लाइनों के विस्तार की भी कोई योजना नहीं है ।

#### Agreement between India and Soviet Union for setting up Joint Ventures in third countries

259. SHRI G. Y. KRISHNAN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether India and the Soviet Union have agreed to collaborate in setting up joint ventures in third countries for the production of drugs; and

(b) if so, the details regarding the agreement and mutual exchange of information on production and packaging of formulations, and whether the two sides have agreed to consider the potential for increased export and import of formulations by the two countries?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):  
(a) India and Soviet Union have agreed that both sides will explore the possibilities of setting up of pharmaceutical production units in third countries as joint ventures.

(b) Yes, Sir. The details are as follows:

(i) The Indian side agreed to supply the existing technology on for-

mulations and also agreed to develop new technology on request from the Soviet side.

(ii) Both sides agreed to exchange information, as may be desired, in the field of drugs and pharmaceuticals including antibiotics, synthetic drugs and chemical intermediates.

(iii) Both sides discussed the possibility of cooperation in the production of formulations in India by importing bulk drugs from the USSR and re-exporting to third countries.

(iv) Both sides also agreed to explore the potential for increased export and import of formulations.

#### Teaching of Hindi to Railway Employees

260. SHRI SUKHENDRA SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways propose to launch a scheme to teach Hindi to its employees along with other subjects; and

(b) if so, the details regarding the scheme of Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). Responsibility of imparting training in Hindi to all the Central Government employees, including Railway staff, rests with the Ministry of Home Affairs (Deptt. of Official Languages), who have set up Hindi Training Centres in important towns under the Hindi Teaching Scheme and training is imparted to the employees during office hours. Departmental training centres have however, been set up by the Railway administrations where no training centres exist under the Hindi Teaching Scheme.

According to a decision of the Central Hindi Committee, Hindi training

of all the non-Hindi-knowing employees of the Central Government is to be completed by 1981. The Operating staff on the Railways work in shift duties and as such they do not have time to attend the classes during their working hours and therefore such staff are learning Hindi through their own efforts. This has, however, not been found adequately feasible. Hence, in order to teach Hindi particularly to the operational staff, a scheme, under departmental arrangements, is under consideration, envisaging that knowledge of Hindi may be imparted to non-Hindi knowing Railway employees alongwith other subjects connected with their job during the course of their training in Railway Zonal Training Schools. Department of the Official Languages is to be consulted in the matter, whereafter it will be submitted to the Central Hindi Committee for their consideration.

**Parliament House Railway Booking Office**

261. SHRI K. LAKKAPPA : Will the Minister of RAILWAYS be pleased to state:

(a) the number of seats which a Member of Parliament can reserve in IInd Class for his guests each day from the Parliament House Booking Office of the Railways;

(b) whether he has received any complaints about non-availability of reservations in IInd Class on various trains going to South in spite of the fact that seats were available on 24th June, 1978; and

(c) if so, whether he will lay on the Table a copy of chart in respect of the reservations booked in IInd Class in all trains going to South on 24th June, 1978, giving full particulars of name and address etc.?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) :** (a) No restriction as such on the number of seats/berths which a Member of Parliament can

reserve in second class for his guests each day from the Parliament House Booking Office, has been imposed. This is, however, subject to availability of accommodation.

(b) No such complaint was received in respect of South-bound trains of 24-6-1978.

(c) A statement detailing the bookings made in second class at the Parliament House Booking Office for South-bound trains of 24-6-1978, is laid on the Table of the House. [Placed in Library. See No. LT-2777/178]

**Salaries and Perks of Managerial and Executive Personnel**

262. SHRI HARI VISHNU KAMATH :

PROF. P. G. MAVALANKAR :

DR. P. V. PERIASAMY :

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that Government have decided to reduce the salaries and perks of top managerial and executive personnel in Government companies as well as those in the public and private sectors;

(b) if so, the details thereof, Sector-wise and category-wise;

(c) if not, the reasons therefor;

(d) whether any changes in company law are under consideration; and

(e) if so, the broad outlines thereof?

**THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) :** (a) to (c). The revised administrative guidelines lowering the ceilings of remuneration of managerial personnel of public limited companies and private limited

companies, which are subsidiaries of public limited companies, have since been issued by the Central Government. A copy of the same is attached. The ceilings of remuneration in Government Companies are already much lower and there is no proposal to reduce the same. The provisions of the Companies Act do not empower Government to reduce the salaries and perks of executive personnel.

(d) and (e). The High Powered Committee under the chairmanship of Justice Shri Rajinder Sachar has made, *inter alia*, certain recommendations in regard to managerial and executive remuneration which require amendments to the Companies Act. The recommendations for amendment of the Companies Act, 1956 are under consideration and appropriate steps including legislative amendments as may be found necessary, will be taken in due course.

### Statement

*Revised guidelines/administrative ceilings on the salary and perquisites/benefits allowable to the Managing Directors, Whole-time Directors, Part-time paid Directors and Managers in Public Limited Companies, or Private Limited Companies which are subsidiaries of public limited companies*

#### i. Introduction

1.1 The expression 'managerial personnel' in relation to companies registered under the Companies Act, 1956 ordinarily refers to the Managing/whole-time Directors or managers [as defined under section 2(24) of the Act] and excludes executives who are not members of the Board of Directors of a company irrespective of the salary paid to them.

1.2 Both the appointment and remuneration of the managerial personnel are subject to the regulatory provisions contained in the Companies Act. As such the approval of the Central Government is required both for the appointment/reappointment of

Managing/whole-time Directors/Managers and also for the remuneration payable to them during their tenure of appointment.

#### 2. Statutory provisions regarding limits of managerial remuneration

2.1. While under section 269 read with section 388, their appointment as well as reappointment is subject to the approval of the Central Government, the provisions of sections 309 to 311 read with section 387 govern their remuneration. Section 309 provides, *inter alia*, that the managing/Whole-time Director may be paid up to 5 per cent of the company's net profits for one such Director and where there is more than one such Director, up to 10 per cent thereof for all them put together.

2.2. Under section 198, the remuneration payable to all Directors including a Part-time Director is not to exceed 11 per cent of the Company's net profits and this percentage is exclusive of the fees payable to the Directors for attending the meetings, of the Company's Board of Directors from time to time.

2.3. The remuneration to a Managing Director or Whole-time Director or Manager may, however, be paid to them either by way of monthly payment or as percentage of the net profits or by way of perquisites or by one or more of them. In any case, it will be subject to the limits mentioned above.

#### 2.4. Minimum of protected remuneration

Section 198(4) of the Companies Act provides, *inter alia*, that where a company has no profits or its profits are inadequate in any financial year, it may, subject to the Central Government's approval, pay to its Directors including any Managing/Whole-time Director or Manager by way of minimum remuneration an amount not exceeding Rs. 50,000 per

annum to all of them put together if there are two or more of them holding office in the company. That limit of Rs. 50,000 could be exceeded with the approval of the Central Government if the latter is satisfied that, for the efficient conduct of the business of the company, the minimum remuneration of Rs. 50,000 per annum is or will be insufficient.

### 3. Administrative Guidelines

Administrative guidelines were issued in November 1969 governing the remuneration payable to the Managing/Whole-time Directors, Managers of Public Limited Companies and Private Companies which were subsidiaries of Public Limited Companies. In view of persisting doubts regarding the Central Government's powers in fixing ceilings on remuneration, the Companies (Amendment) Act, 1974 introduced certain new provisions which vested the Central Government with specific powers to fix the remuneration of Managing/Whole-time Directors and Managers. The new provisions of section 637AA clearly enunciated the principles that should be kept in view in approving any appointment or in fixing the remuneration of the managerial personnel. It was specifically laid down that the Central Government, while according its approval to managerial remuneration would, *inter alia* have regard to "public policy relating to the removal of disparities in income".

### 4. The case for reduction in ceilings

The Central Government have carefully reviewed the entire question of managerial remuneration in the context of socio-economic objectives of State Policy and the need for establishing a co-relation in managerial remuneration at comparable levels of responsibility in Government, public-sector undertakings and public limited companies. In this connection, the recommendations of the Study Group on Wages, Incomes and Prices (Bhoothalingam Committee) whose report

was published in May 1978 as well as the recommendations of the High-powered Expert Committee under the Chairmanship of Justice Rajinder Sachar have been taken into account. These two Committees had the benefit of the views of various interests and bodies representing the employers, employees, trade unions etc.

### 5. Revised Guidelines

The following revised guidelines have, accordingly been framed for dealing with applications received by the Central Government under Sections 269, 310, 311, 309 and 198, 387 and 388 of the Companies Act, 1956:

#### 5.1 Substantive remuneration

(1) The maximum remuneration payable to Managing/Whole-time or Part-time paid Directors, Managers from one or more companies put together, subject to the statutory limits has been fixed as under:

(a) The salary inclusive of dearness allowance and all other fixed allowances should not exceed Rs. 60,000 per annum;

(b) A commission on net profit upto 1 per cent of the net profits may be allowed in addition to the salary as an incentive for efficient and sound management, but this should be at least 20 per cent of salary subject to an overall ceiling that salary plus commission would not exceed Rs. 72,000 per annum (bonus will be treated as part of commission);

(c) Where a company proposes to pay remuneration in the form of commission on net profits alone, this shall be subject to a maximum limit of Rs. 72,000 per annum; and

(d) Henceforward, perquisites will be restricted to an amount equivalent to the annual salary subject to a maximum of Rs. 60,000 per annum to be reckoned on the basis of actual expenditure or liability incurred by

the company as provided under explanation to section 198 of the Companies Act, 1956. There would, however, be separate non-interchangeable ceilings for expenditure on pensionary benefits, medical treatment and housing. Within this overall limit, the perquisites that may be allowed by the company will be as under:

(i) Company's contribution towards Provident Fund:

Non-interchangeable ceiling of 10 per cent of salary.

(ii) Company's contribution towards Pension/Superannuation Fund:

Non-interchangeable ceiling of 15 per cent of salary.

(iii) Gratuity:

Payable in accordance with an approved fund and which does not exceed one-half month's salary for each completed year of service subject to a non-interchangeable ceiling of Rs. 30,000 or 20 months salary, whichever is less.

(iv) Medical benefits for self and family:

Non-interchangeable ceiling of 1 month's salary subject to a maximum of Rs. 5000 per annum.

(v) Leave and leave travel concession.

(vi) Housing including furniture, fixtures, appliances, gas and electricity—Non-interchangeable ceiling of 40 per cent of salary on the condition that 10 per cent of salary would be borne by the managerial personnel:

(vii) Free use of company's car with driver:

(viii) Personal accident insurance

(ix) Free telephone facility at residence.

(x) Fees of clubs subject to a maximum of 2 clubs. Admission and life membership fees to clubs will not be allowed.

## 5.2 Minimum Remuneration

In the event of absence or inadequacy of profits in any financial year, a cut of 10 per cent will be imposed on the substantive salary while the ceiling on perquisites will not be altered. (No commission/bonus will be payable in the case of absence or inadequacy of profits).

## 5.3 Exceptions

Expatriates and persons possessing high or rare skills would not be covered by the ceilings on managerial remuneration. These cases will be decided on merits.

## 5.4 Applicability of Revised Guidelines

The revised guidelines will not be applicable to the existing managerial personnel in whose cases approval have already been accorded, for the remaining duration of their current tenure. They will be made applicable to these persons on their reappointment on the expiry of their current tenure.

## Demand for Double line in Sealdah-Bongaon Section of Eastern Railway

263. SHRI SAUGATA ROY: Will the Minister of RAILWAYS be pleased to state:

(a) whether he is aware that Sealdah-Bongaon Passenger's Association has launched a movement for demanding a double line in the Sealdah-Bongaon Section of Eastern Railway; and

(b) if so, what is Government's reaction to this demand?



THE MINISTER OF STATE IN  
THE MINISTRY OF RAILWAYS  
(SHRI SHEO NARAIN): (a) Yes.

(b) The work is being included in the Railway Budget for 1979-80.

**Provision of Alkyl Benzene and Soda Ash to Small Scale Units**

264. SHRI SAMAR MUKHERJEE: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are considering to provide raw materials such as alkyl benzene and soda ash to small scale units in abundance at reasonable price; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). Small scale units have been permitted to import linear alkyl benzene directly to meet the shortfall in supplies being arranged for them by Chemicals and Pharmaceuticals Corporation of India Limited.

On a suggestion of the Government the manufacturers of soda ash have assured adequate supplies of the material to small scale consumers at fair prices. To supplement indigenous supplies, imports of this item at concessional rates of duty have been permitted.

**Plans to step up Production from Bombay High by Oil and Natural Gas Commission**

265. SHRI K. MALLANNA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Oil and Natural Gas Commission has come forward with its plans to step up production from Bombay, before next monsoon, provided the Central Government gives clearance for the construction programme off-shore; and

(b) if so, the details regarding the programme of the Oil and Natural Gas Commission and the reaction of Government thereto?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). Presently Phase III development programme of Bombay High is under execution which had been approved by Government with an outlay of Rs. 534.02 crores. ONGC has completed Phases I, II and the first stage of Phase-III programme of development of Bombay High and a production rate of 80,000 barrels per day has been achieved (approximately equal to 4 million tonnes per annum). On re-commissioning of Platform-B, this rate of production is likely to go up to about 95,000 barrels per day (approximately equal to 4.75 million tonnes per annum) in December, 1978. Keeping in view various factors, the crude oil production programme from Bombay High has been recently revised as below:

(Crude oil in million tonnes)

1978-79	1979-80	1980-81	1981-82	1982-83
3.40	4.40	5.90	8.20	9.00



**Pending Applications for Connection of Cooking Gas**

266. **SHRI DALPAT SINGH PARASTE:** Will the Minister of **PETROLEUM, CHEMICALS AND FERTILIZERS** be pleased to state:

(a) the number of applications pending with him for sanctioning cooking gas connection in Delhi on medical grounds;

(b) the persons authorised in his Ministry or the Indian Oil authorised to sanction out of turn cooking gas connections in Delhi other than the Minister himself and grounds on which out of turn cooking gas connections are sanctioned by them;

(c) the number of such applications for cooking gas connections pending with each such officer as on 31st October, 1978; and

(d) the time by which these applications are likely to be disposed of?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) All applications for release of Liquefied Petroleum Gas (cooking gas) connections on any grounds, including medical grounds, received in the Ministry of Petroleum, Chemicals and Fertilizers, are immediately passed on in original to the Indian Oil Corporation. In view of the large number of requests being received, no separate record is being maintained of applications received on medical grounds and hence it is not possible to give the number of pending applications for gas connections in Delhi on medical grounds.

(b) In the Ministry of Petroleum, Chemicals and Fertilizers, besides the Minister, a few gas connections on priority have been sanctioned by the Secretary or concerned Joint Secretary on merits. In the Indian Oil Corporation, priority connections are re-

leased by the Chairman, Managing Director (Marketing Division), the Regional Managers and their delegated officers.

(c) As mentioned above, the requests received in the Ministry for gas connections are sent to Indian Oil Corporation.

(d) The availability of Liquefied Petroleum Gas (cooking gas) is expected to improve by 1980-81 by commissioning of:

- (i) the facilities for separation of cooking gas from the Bombay High Associated Gas;
- (ii) the Mathura refinery;
- (iii) the secondary processing facilities at Koyali refinery; and
- (iv) the Coker Unit of Bongaigaon refinery.

From 1980-81 onwards it will be possible to grant cooking gas connections on a significant scale.

**Protection to Ramps etc. M.T.P.  
Calcutta against Floods**

267. **SHRI R. P. DAS:** Will the Minister of **RAILWAYS** be pleased to state:

(a) will there be a calamity if floods, the like of which the Calcuttans have seen this year, suddenly hit Calcutta, after the M.T.P. tube is ready;

(b) will thousands drown to death;

(c) will the 33 Kms. long Metro become another overflowing sewer;

(d) what protections against floods are being taken to save the ramps in the sloping sections of the M.T.P. between Dum Dum and Belgachia in the North and the area around Tollygunge Golf Club in the South; and

(e) the salient features of the precautions proposed, so far?

THE MINISTER OF STATE IN  
THE MINISTRY OF RAILWAYS  
(SHRI SHEO NARAIN): (a) to (c).  
No.

(d) Concrete boxes, as provided in the underground sections, have also been provided along the sloping ramps connecting the underground section with the elevated/surface sections of the line, both in the north and in the south, upto the points at which the floor level is above the highest flood level.

(e) The floor levels of the entrances and exists of the staircases for all stations will also be kept above the highest flood levels. This will make it necessary for commuters to climb up a few steps from the streets/pavements before they go down the staircases. Suitable water-proofing arrangements are being provided to reduce percolation of water into subway boxes. Sumps with pumping arrangements are being provided at suitable locations along the line to pump out any water which may percolate into the subway boxes.

#### नामिक रोड रेलवे स्टेशन का विस्तार

268 श्री हरिशंकर महाले : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या वर्ष 1979 में नामिक में होने वाले महत्त्व मेले में आने वाले यात्रियों को परिवहन सुविधायें उपलब्ध कराने के लिये नामिक रोड रेलवे स्टेशन के सुधार और विस्तार हेतु लोगों द्वारा मांग की जा रही है;

(ख) यदि हा, तो इस बारे में अब तक प्रस्तुत किये गये पत्रावों का ज्योरा क्या है; और

(ग) इन प्रस्तावों को कब तक कार्यान्वित किया जायेगा ?

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(क) जी हा ।

(ख) महत्त्व मेले के दौरान यातायात की प्रतिरिक्त भीड़भाड़ को निकासी के लिए वर्तमान गाड़ियों में अधिक डिब्बे लगा कर और आवश्यकता पड़ने पर विशेष गाड़ियां चलाने के प्रबन्ध किये जायेंगे । धानुर्बनिक सुविधाओं, जैसे प्रतिरिक्त बुकिंग बिड़कियों, पीने के पानी ला प्रबन्ध पूछताछ कार्यालय, शौचालयों की व्यवस्था करने आदि का भी प्रस्ताव है ।

(ग) इन सुविधाओं की व्यवस्था सिहस्थ मेला शुरू होने से पूर्व धनस्त, 79 तक कर दी जायेगी ।

उत्तर प्रदेश में रेलवे लाईनों का बिछावा जाना

269. श्री राजेश कुमार शर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार का विचार छठी पंचवर्षीय योजना के दौरान उत्तर प्रदेश में प्राथमिकता के आधार पर रेलवे लाइनें बिछाने का है ;

(ख) क्या इस संबंध में उत्तर प्रदेश में कोई नया प्रस्ताव प्राप्त हुआ है; और

(ग) यदि हा, तो उस पर सरकार की क्या प्रतिक्रिया है ?

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(क) से (ग) : छठी पंचवर्षीय योजना के दौरान निर्माण के लिए शुरू की जाने वाली नयी रेलवे लाइनों की सूची को अभी तक अंतिम रूप नहीं दिया जा सका है । उत्तर प्रदेश में शाहदरा-सहारनपुर लाइन का निर्माण कार्य काफी प्रगति पर है और उसे सर्वोच्च अग्रता दी गयी है । छितौनी-बगहा और रामपुर-हलद्वानी लाइनें अनुमोदिन कार्य हैं जो समाप्तों की कमी के कारण अभी तक शुरू नहीं किये गये हैं । रामपुर-हलद्वानी लाइन के मामले में, संरक्षण में परिवर्तन के सम्बन्ध में उत्तर प्रदेश सरकार के प्रस्ताव की जांच हो रही है । छितौनी-बगहा लाइन के मामले में, नदी की धारा में परिवर्तन आ जाने के कारण पुल के स्थान में परिवर्तन करना आवश्यक हो गया है । निम्न-लिखित नयी रेलवे लाइनों के लिए सर्वेक्षण प्रगति पर है:—

1. कोच-जालौन ।

2. खलीलाबाद-बलरामपुर ।

#### Pilferage of goods from Garhara Transhipment Yard

270. PANDIT D. N. TIWARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that at Garhara Transhipment Yard foreign goods worth Rs. 10 lakhs were pilfered during the last two months;

(b) whether it is also a fact that on the eve of Vishwakarma Puja, a wagon from a stable goods train at Rajendra Pul Halt station was looted

and foodgrains taken away on a country boat;

(c) whether large amount of coal is also being pilfered from the Garhara Railway Yard;

(d) if the answers to (a), (b) and (c) are in the affirmative, the amount of loss by these criminal activities; and

(e) the steps taken to check and stop such activities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No.

(b) On 16th September, 1978 one wagon containing food grains was victimised from a stabled load at Rajendra Pul.

(c) No.

(d) The amount of loss against (b) is Rs. 2,000/- approximately.

(e) Steps taken to Check and stop such activities are:—

1. Guarding of vulnerable points and picketing, patrolling and deputing of plain clothed Railway Protection Force Staff.
2. Deployment of Dog Squads at Garhara.
3. Surprise night Checking by Supervisory Staff.
4. Deputing Railway Protection Force Staff round the clock in Garhara Railway Yard.
5. Transshipment of foreign goods from B.G. to M.G. wagons in presence of Commercial, RPF and Customs Staff.
6. Intensification of checks by claims prevention and Railway Protection Force inspectors.
7. Co-operation of local Police and Government Railway Police in apprehending the criminals.

### **Surplus Railway Land to Railway Employees**

271. SHRI K. PRADHANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal under the consideration of Government to allot the surplus railway land to railway employees for house building purposes; and

(b) if not, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). As per the extant policy, surplus railway land, which is not required by the Railways, other Central Government Departments and the State Government, can be considered for relinquishment to Railwaymen's Cooperative House Building Societies with the permission of State Governments on payment of the market value of land on the date of transfer.

### **Operation by O.N.G.C. in Bombay High**

272. PROF. P. G. MAVALANKAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the operations by the O.N.G.C. in the 'Bombay High' region have been intensified and accelerated by Government during the year 1978;

(b) if so, with what results and gains;

(c) how is the gas presently supplied and to whom and where and at what cost;

(d) whether Government have formulated any concrete plan for further exploration and distribution of natural and associate gas in this regard; and

(e) if so, main indication thereto?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):** (a) and (b). Phase III development of Bombay High which was approved by Government in May/June 1977 is presently under execution. The first stage of this Phase which includes the laying of the oil and gas trunk pipeline from Bombay High to Uran, laying of transfer lines from Uran to Trombay, erection of 'F' Platform and some terminal facilities onshore at Uran and Trombay has been completed. The oil and gas started flowing through the pipelines since July 1978. The laying of these pipelines has enabled uninterrupted supply of oil and gas especially during monsoon and largely avoiding flaring of high pressure associated gas.

(c) Presently, the associated gas from Bombay High is being supplied to M/s. Rashtriya Chemicals & Fertilizers and to Tata Power Station at Trombay as a fall back arrangement. The price of gas being charged by ONGC is broadly fixed on replacement value basis. To the extent gas is used by Tatas as a substituted fuel for coal, the price they would pay would be the substitute price equivalent to what they would have paid had they continued to use coal. The price currently being realised from them is about Rs. 375/- per 1000 M<sup>3</sup> of gas. The price of gas being supplied to M/s. Rashtriya Chemicals and Fertilizers is Rs. 619 per 1000 M<sup>3</sup>.

(d) and (e). In order to study the optimum utilisation of offshore gas from Bombay High, Bassein North and Bassein South, two Working Groups—one for Gujarat and another for Maharashtra were set up. Their recommendations which have been broadly accepted by Government inter-alia include setting up of four fertilizer projects—two in Maharashtra and two in Gujarat. As recommended by the Working Group for Maharashtra, with a view to reducing pollution in Bombay, the Government of Maharashtra has also been requested to study the various issues connected with the proposal for the supply of offshore gas through a network of pipelines to

domestic consumers as well as to textile mills listed in the Groups Report. They have accordingly set up a Group to study these issues and further action in the matter will be taken on receipt of their report.

A feasibility study on the gas pipeline to Gujarat from Bombay Offshore has also been made by ONGC. Further, they have recently taken up additional oceanographic and sea-bed investigations for exploring a prospective route to landfall point in Gujarat. The final report alongwith ONGC's recommendation is expected to be submitted to Government in December 1978. On receipt of the report, a view on the economics, locations, time-schedule of completion, etc., of the pipeline would be taken by Government.

Necessary plans for exploration/production of Bombay Offshore gas will be formulated by ONGC to fall in line with the development of economic uses of gas.

#### समरीपुरा, राजस्थान में पाइराइट के निक्षेप

273 श्री जगदीश प्रसाद माधुर : क्या पेट्रोलियम रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) राजस्थान के समरीपुरा क्षेत्र में पाए गए पाइराइट के निक्षेप का कितना है, ; और

(ख) क्या सरकार ने वहां पाए गए पाइराइट का उपयोग करने के लिए कोई योजना बनाई है और यदि हाँ, तो तत्सम्बन्धी व्यौरा क्या है ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती नम्बन बहुगुणा) : (क) मलादीपुर क्षेत्र में लगभग 115 से 120 मिलियन मीटरी टन कच्चे पाइराइट्स के भण्डार हैं, जिनमें से 23 से 25 प्रतिशत सल्फर ग्रेड का लगभग 24 मिलियन मीटरी टन कच्चा पाइराइट्स का परीक्षण किया गया और सम्भाव्य वर्ग के अन्तर्गत है ।

(ख) इन पाइराइट्स की सल्फ्यूरिक एसिड के उत्पादन में प्रयोग लाए जाने की सम्भावना है । फिर भी, इससे पहले कि मलादीपुर पाइराइट्स पर आधारित सल्फ्यूरिक एसिड संयंत्र की स्थापना का निर्णय लिया जाए यह सोचा गया कि पहले पहले इसको प्रयो

गिक संयंत्र शोधन अध्ययन करना आवश्यक है। पाइराइट्स फोस्फेट और केमिकल्स लि० को इनका अध्ययन करने के लिए कहा गया है।

### Coal Stock in Zonal Railways

274. SHRI K. RAMAMURTHY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the minimum coal stock with many of the Zonal Railways is barely of the order of three days requirement;

(b) if so, the reasons for the same; and

(c) the steps being taken to remedy the critical situation of coal supply?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes, most of the Zonal Railways are having coal stocks equivalent to two to three days consumption at present.

(b) Coal stock position of the Railways came down to the present low level due to continuous inadequate availability of steam coal. The situation was aggravated by the flooding of mines in Bengal—Bihar field in September—October 1978.

(c) Close liaison is being maintained with the Ministry of Energy (Department of Coal) and the coal producing authorities, so as to increase availability of steam coal in Bengal—Bihar field and tap other coal fields also.

### Trivandrum-Kanyakumari Link Project

275. SHRI K. A. RAJU: Will the Minister of RAILWAYS be pleased to state:

(a) the present position of the Trivandrum-Kanyakumari link; and

(b) the reasons for delay in the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) and (b). The upto date progress on Trivandrum-Tirunelveli/Kanyakumari line is 63 per cent. The target date for opening the first phase from Trivandrum to Kanyakumari is March, 1979 and that for the complete project is 1979-80. The shortage of resources was responsible for the delay in the project.

### Representation of Amendment of M.R.T.P. Act

276. SHRI VIJAYKUMAR N. PATIL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether the Punjab, Haryana and Delhi Chamber of Commerce and Industry have represented to the Government urging amendment of MRTPA Act;

(b) if so, furnish details thereof;

(c) what is the reaction of the Government to the representation; and

(d) decision if any taken in the matter?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) No, Sir.

However, in reply to the Questionnaire issued by the High Powered Expert Committee set up by Government under the Chairmanship of Justice Shri Rajindar Sachar for reviewing the provisions of the Companies and the M.R.T.P. Acts, the Chamber had submitted a memorandum to the Committee on the subject.

(b) A statement indicating the suggestions of the Chamber regarding the MRTPA Act as contained in its memorandum to the Committee is annexed.

(c) and (d). The Report of the High Powered Expert Committee was presented to Government on 29-8-1978 and copies thereof were laid on the Table of the House on 30-8-1978. This Report is presently under Government's consideration and appropriate measures, including legislative amendments, as may be found necessary, will be taken in due course.

### Statement

Suggestions made by the Punjab, Haryana and Delhi Chamber of Commerce on the M.R.T.P. Act in its representation to the High Powered Expert Committee on Companies and M.R.T.P. Acts.

(i) The concept of dominant undertaking should be done away with.

(ii) In the case of multiproduct company which is dominant in one of its products, it is to be clarified that provisions of Chapter III relating to control of Concentration of Economic Power would apply only to the description of goods in which the company is dominant.

(iii) The criteria for determining dominance should be value or quantity.

(iv) Instead of the lowest production during the "relevant year" for determining whether an undertaking is dominant or not, it should be the average of three Government financial years immediately preceding the financial year in which the question of dominance arises.

(v) Specific guidelines should be included with reference to the phrase "exercise control over the other in any other manner" in sub-Clause (d) of Clause (iii) of Section 2(g) relating to interconnected undertakings.

(vi) Persons/bodies who are broadly making the majority of the decisions to invest/divest, expand/diversify, hire/fire and decisions relating to purchase of plant and machinery, know-how, dividend and marketing

policies could be said to be persons/bodies controlling the activities of the company.

(vii) In Explanation IV to Section 2(g), it should be clarified that the financial institutions should be excluded for holding shares and not their shareholdings excluded.

(viii) The concept of 'undertaking' under the M.R.T.P. Act should be consistent with that of "industrial undertaking" under the Industries (Development & Regulation) Act.

(ix) Net worth (share capital plus reserves) less adjustments made for intercorporate investments and loans should be the "value of assets" for determining the size of an undertaking.

(x) The cut-off limit should be Rs. 50 crores for Section 20(a) undertakings and Rs. 5 crores for Section 20(b) undertakings. Group classification of dominance should be decided on the basis of Rs. 50 crores turnover in each group or sub-group.

(xi) Declaration of any Restrictive Trade Practice, except resale price maintenance, as illegal is not favoured.

(xii) Extending the scope of the M.R.T.P. Act by including 'unfair trade practices' would be beyond the "objects and reasons" of the Act.

(xiii) The definition of 'Substantial expansion' (Section 21) should relate to a body corporate and increase in its productive capacity as a whole.

(xiv) Undertakings should be freely allowed to expand substantially or to establish new undertakings, if they follow certain specified criteria.

(xv) No change is necessary in respect of the existing powers and functions of the M.R.T.P. Commission.

(xvi) The requirement of clearance under the MRTP Act by other Ministries should be confined to companies already registered under the Act.

(xvii) Application forms under the MRTP Act should be simplified.

(xviii) Unless a new interconnected or a new dominant undertaking would come into existence, no prior approval under the MRTP Act is necessary in the case of new companies.

(xix) Voting rights exercised by banks in respect of shares pledged with them should not be counted as holding in the hands of respective companies for the purposes of the Act.

(xx) 'Groups' of goods [under MRTP (classification of Goods) Rules] should be so classified as to ensure that reliable data of production are available, and published by Government.

#### Utilisation of Natural Gas in Oil Field of Assam

277. SHRI PURNANARAYAN SINHA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government propose to contain the flaring away of Natural Gas in the oil fields of Assam;

(b) what steps are being taken to process the Natural gas produced and to extract L.P. Gas and further utilisation of natural gas as fuel for prime movers in the industries, street lighting and as feedstock for the manufacture of fertiliser;

(c) how long it will take Government to lay an L.P. Gas tube line from Naharkatiya and other oil fields down to Gauhati with branch lines to L.P. Gas consuming centres on way in order to relieve the scarcity of cooking gas; and

(d) if Government do not propose to do as suggested in (a), (b) and (c) above, what are the constraints against the steps being taken to ensure best utilisation of Natural Gas?

THE MINISTER OF PETROLEUM, AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Yes. ONGC and O.I.L. have committed to supply nearly a million standard cubic metres of gas/day for Phase III of Namrup Fertilizer Complex. O.I.L. has also agreed to provide 96,000 standard cubic metres per day to meet the peak demand of Assam State Electricity Board in addition to its existing commitment. O.I.L. has also submitted a feasibility project report on the extraction/production of L.P.G. with a capacity of 60,000 tonnes per annum.

(c) and (d). The L.P.G. to be produced will be partly bottled in cylinders for consumption in Assam. The balance quantity will be spiked into the crude through the existing pipeline of Oil India for transportation to the refineries in the Public Sector.

#### उत्तर रेलवे की रेलगाड़ियों का निलम्बन

278. श्री गंगा प्रसाद सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या सरकार को इस तथ्य की जानकारी है कि उत्तर भारत में अर्थात् उत्तर रेलवे में अनेक गाड़ीयों और कुछ महत्वपूर्ण गाड़ीयों को निलम्बित करने से जनता को काफी असुविधा हो रही है;

(ख) यदि हां, तो इस बारे में सरकार क्या ठोस कार्यवाही कर रही है; और

(ग) उक्त रेलगाड़ियों के नाम क्या हैं और वे कब से निलम्बित हैं और इसके क्या कारण हैं ?

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(क) और (ख). कोयले की अत्यधिक कमी और हाल की बाढ़ के कारण रेल-पथ में दारारे पड़ जाने से उत्तर रेलवे में कुछ गाड़ियों को अस्थायी रूप से रद्द करना पड़ा था।

रेलपथ/बाढ़ से क्षतिग्रस्त पुलों की मरम्मत करने के बाद इन गाड़ियों में बहुत सी गाड़ियाँ फिर से चालू कर दी गयीं। कोयले के कारण रद्द की गयी गाड़ियों को कोयले की स्थिति में धीरे-धीरे सधार होने के साथ-साथ फिर से चालू कर दिया जायेगा।

(ग) एक सूची सभा पटल पर रखी गयी है।  
[प्रश्नालय में रखा गया। देखिय संख्या I.T.—2778/78]



### Officiating Assistant Engineers Class II

279. SHRI DAYA RAM SHAKYA: Will the Minister of RAILWAYS be pleased to refer to reply given to Unstarred Question No. 3253 on 8th August, 1978 regarding "Officiating Assistant Engineers Class II" and state:

(a) copies of G.M.N.E.Rly./GKP letters No.E/254/5 Pt.(II)I dated 27th November, 1972; E/254/5-Pt. (III)I dated 4th November, 1974; 17th July, 1975 and E/254/5-76(I) dated 29th May, 1976 to ascertain actual number of persons officiating in *ad hoc* posts prior to selections held in 1973; 1975 and 1976; reasons for not giving total vacancies in answer (b) of statement attached;

(b) reasons and authority ordering expansion of panel in 1973 to include two Scheduled Caste candidates who were declared failed while no vacancies existed for them or alternatively de-gazetting two general candidates from panel. Reasons for not observing same principle for 1975-76 selection also while huge general vacancies existed;

(c) will he place copy of Deputy Chief Vigilance Officer's report along-with the tabulated result of all three Chief Engineers of 1976-77 selection to ascertain true facts; and

(d) action proposed to punish guilty for non-observance of rules; provisions of manual and Ministry's directive besides furnishing false and incorrect information?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Information is being collected and will be laid on the Table of the Sabha.

(b) Prior to 20th July, 1974, there was no reservation for Scheduled Castes and Scheduled Tribes in promotion to Class II services on the basis of selection. In the selection held in 1973 for promotion to Class II Service in the

Civil Engineering Department on the North Eastern Railway, 2 Scheduled Caste employees narrowly failed to qualify, by one mark and less than one mark. Their cases were therefore considered by the Ministry and it was decided that they should be treated as having qualified and allowed to appear at the *viva-voce* and if successful, should be empanelled. Action taken in pursuance of this resulted in the placement of two Scheduled Caste employees on the panel. With the introduction of reservation for Scheduled Castes/ Scheduled Tribes in promotion to Class II Service on the basis of selection from 20th July, 1974, vacancies are being reserved in the selections held thereafter. In the selection held in 1975-76 there was no parallel situation warranting dispensation of the type allowed in favour of Scheduled Caste candidates in the 1973 selection.

(c) The Vigilance Report and its contents are Confidential documents and cannot be placed in the House in public interest. However, it is stated that there was no irregularity in the selection as revealed by the Vigilance Investigation.

(d) Does not arise, as there was no irregularity.

### Wagons for Transportation of Salt

280. DR. SUSHILA NAYAR: Will the Minister of RAILWAYS be pleased to state:

(a) if it is true that there are large stocks of salt lying in the open at Vedaraniyam and Agasthiainpatti Railway stations for lack of railway wagons;

(b) whether it is also true that there is a shortage of salt in the country requiring import of salt, which can be stopped if our own salt can be transported to the consumers in time;

(c) whether salt is being transported in open wagons; and



(d) if so, what is the approximate loss and what is being done or is proposed to be done to rectify the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) During the period from January to October, 1978, as many as 2,987 wagons were loaded with edible salt from Agasthiyampalli and Vedaraniyam stations and this loading was more than the programme of 2,920 wagons given by the Salt Department. In addition, 2,065 wagons were loaded with industrial and non-programmed salt from these stations during this period. At the end of October, 1978, there were 2,140 indents awaiting clearance.

(b) No.

(c) and (d). Salt is a commodity normally loaded in open wagons particularly during fair weather months. No separate statistics to assess the extent of loss incurred due to salt being loaded in open wagons are maintained.

#### **Increased Quota of Reservation for M.P.s. from Parliament Railway Reservation Counter**

281. SHRI HALIMUDDIN AHMED: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are considering to give more quota of reservation for the Members of Parliament and their friends and relations from the Parliament Reservation Counter to facilitate the peoples representatives;

(b) if not; the reasons thereof; and

(c) what are the steps that Government have taken to stop the malpractices on railway stations for reservations of second class passengers?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). A quota of a few berths in

important Mail and Express trains has been allotted to the Parliament House Reservation Office for meeting the demands of Members of Parliament and persons sponsored by them. By and large, this quota is considered adequate. However, during Session periods when the demands received exceed this quota, efforts are made to get the accommodation from the principal reservation offices to the extent accommodation is available.

(c) The following steps have been taken to stop the malpractices in the reservation of rail tickets:—

(i) The time-limit for advance reservation has been made six months at all stations by all trains, to avoid blocking of accommodation by anti-social elements and providing a wider choice to bonafide passengers for planning their journeys in advance.

(ii) Efforts have been made to reduce the gap between the demand and supply by introducing new trains, augmenting the loads of existing trains, extending their runs, increasing the frequency of weekly/biweekly trains and running holiday specials on important routes to clear the traffic.

(iii) Additional booking windows and reservation counters are opened and the working hours of reservation offices extended to cater to additional traffic.

(iv) Reservation arrangements have been streamlined and strict supervision is maintained at important points.

(v) Checks have been intensified with the help of anti-fraud squads and Vigilance Organisation to detect anti-social elements and Railway staff indulging in malpractices regarding reservation. A special squad has been set up in Railway Ministry to intensify the checks with a view to root out corruption in the booking and reservation of rail tickets. Strict action is taken against the defaulters to improve matters.

(vi) Railways have been alerted to keep a constant vigil on the corrupt and irregular activities of anti-social elements and take stern action and effective measures to contain the menace.

**भारतीय उर्वरक निगम द्वारा उर्वरकों की बिक्रेता एजेंसियों का प्रावर्तन**

282. श्री श्री 0 जी 0 हांटे : क्या पेट्रोसिलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय उर्वरक निगम ने अनुसूचित जातियों तथा अनुसूचित जनजातियों के व्यक्तियों को उर्वरक करों की बिक्रेता एजेंसियों प्रावर्तित करने का निर्णय किया है,

(ख) क्या निगम ने इन जातियों के व्यक्तियों के लिए भविष्य में 25 प्रतिशत पद प्रारक्षित करने का निर्णय किया है,

(ग) क्या निगम के अनुसार इस योजना के कर्मचारियों को लाभ होगा, और

(घ) क्या 45 वर्ष से कम आयु के सभी बे-रोजगार व्यक्तियों को इस योजना के अन्तर्गत रोजगार मिल सकेगा ।

**पेट्रोसिलियम तथा रसायन और उर्वरक मंत्री (श्री हेमन्तसोमस्यन् बहगुप्ता)** (क) से (घ) : भारतीय उर्वरक निगम ने भविष्य में दी जाने वाली उर्वरक बिक्रेता एजेंसियों का 25 प्रतिशत अनुसूचित जातियों तथा अनुसूचित जनजातियों के लिए प्रारक्षण का निर्णय किया है । रिक्त पदों के उपलब्ध होने पर सभी उम्मीदवारों को नियुक्ति के लिए विचार किया जाएगा बशर्ते कि वे आयु (45 वर्ष से कम) के मानदण्ड, उस जिले के जिसमें डीजलरशिप के लिए प्रार्थना-पत्र देना है, निवासी होने की कमीटी तथा पर्याप्त संसाधनों के अधिकार रखने की शर्तों को पूरा करते हों ।

#### **Representation for Extension of Hatia-Jharsuguda Passenger Train**

283. SHRI GANANATH PRADHAN: Will the Minister of RAILWAYS be pleased to state—

(a) whether Government have received a number of representations

from the people of Western Orissa for extension of the Hatia-Jharsuguda Passenger upto Bolangir, Jharsuguda-Sambalpur passenger upto Titilagarh etc.; and

(b) if so, the decision taken by Government to implement the proposals?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) Extension of 1 JH/2 JH Hatia-Jharsuguda passenger upto Bolangir and 1 JS/2 JS or 3JS/4 JS Jharsuguda Sambalpur local upto Titilagarh is operationally not possible due to lack of terminal facilities at Bolangir and Titilagarh.

#### **Damage caused to Railways by the recent floods**

284. SHRI A. BALA PAJANOR: Will the Minister of RAILWAYS be pleased to state:

(a) particulars of damage caused to Railways by the recent floods;

(b) the implications of the damage on wagon turn round; and

(c) whether railway have evolved a firm policy to reduce incidence of damage due to such annual recurring floods?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) The recent devastating floods resulted in wide-spread breaches, washing away of track, serious damage to eight bridges as also damage to signalling and telecom, gear, traction overhead equipment, other equipment and some buildings, mainly of Eastern South Eastern & Northern Railways and to a lesser extent on North Eastern Railway.

(b) Wagon turn-round on the Railways deteriorated as a result of the recent floods in the country.

(c) At the time of construction of new railway lines careful study is made of the terrain, rainfall, drainage and flood records of the area, in order to ensure that the new line is so designed as not to be affected by the ravages of normal floods. The alignment is selected carefully, the formation level of the track is kept above the highest known flood level in the area and bridges with adequate waterway are provided to let the flood waters of the rivers flow unhampooed, so that safety of the railway line is not endangered. Special attention is paid to bridges, which are normally designed for a flood discharge of 50 years frequency after a careful consideration of hydrology and past history of floods. Their foundations are designed to withstand even heavier floods.

Amongst the steps taken to prevent flood damage are the following:—

1. All bridges are carefully inspected every year and repairs to substructure, flooring, guide-bunds, pithching etc. carried out as necessary.

2. Waterways of all bridges are cleaned before the monsoons so that there is no obstruction to the flow of water.

3. Bridge cells on the Zonal Railways review the adequacy of waterway of important and vulnerable bridges. While rebuilding the bridges may be widened, raised, re-sited or additional bridges constructed, as a result thereof, as considered necessary.

4. Wherever justified and otherwise feasible, the formation is raised and/or strengthened, pitched with stones or diverted away from the flood affected area.

Despite all the measures mentioned above, certain amount of flood damage on the vast railway system during abnormal floods is unavoidable.

स्टालों, बैडिंग आदि के लिए नये ठेके

285. श्री हरगोबिन्द वर्मा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) मंत्रालय द्वारा गत 20 महीनों में स्टालों, बैडिंग आदि के लिये दिये गये नये ठेकों के बारे में ब्यौरा क्या है;

(ख) क्या ये फिर से पुराने लोगों को ही ये दिये गये हैं; और

(ग) यदि हाँ, तो सरकार का विचार बेरोजगारों को किस प्रकार सहायता करने का है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) (क) और (ख) : क्षेत्रीय रेलों से सूचना इकट्ठी की जा रही है और समा-पटल पर रख दी जायेगी ।

(ग) 1-8-78 से प्रति ठेकेदार पहले की उच्चतम सीमा 6 यूनिट से घटाकर 4 यूनिट कर दी गयी है और एक यूनिट के आकार की संगठना के लिए प्रक्रिया में भी संशोधन किया गया है ताकि अधिक लोगों को रेलों पर ठेक दिये जा सकें । खान-पान, बैडिंग ठेकों के आबंधन में सहकारी सोसायटियों को वरीयता दी जाती है । रेलवे स्टेशनों पर बुक स्टाल ठेकों के समस्त भावी आबंधन बेरोजगार स्नातकों, उनकी साझेदारी/एसोसिएशनों/सहकारिताओं तथा वास्तविक बुक स्टाल कार्यकर्ताओं और वेडरों को सहकारिताओं के लिए प्रारक्षित कर दिये गये हैं ।

**Technologies procured from abroad by Indian Drugs and Pharmaceutical Ltd.**

286. SHRI GOVINDA MUNDA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) details of foreign technologies procured by I.D.P.L. for different drugs;

(b) date of procurement, date of implementation, amount paid, country from which purchased, results achieved; and

(c) whether Government are satisfied with the performance of I.D.P.L.; if not, what steps Government proposes to take for the change of the management?

THE MINISTER OF PETROLEUM, AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Technologies for the following drugs were obtained from M/s. Technoexport, Moscow (USSR), in accordance with contracts signed with them on the 28th March, 1962, for Antibiotics Plant, Rishikesh, and on the 13th June, 1962, for Synthetic Drugs Plant, Hyderabad.

#### Antibiotics

Sodium penicillin, Procaine penicillin, Streptomycin sulphate, Tetracycline Hydro-chloride, Oxytetracycline Hydrochloride, Nystatin, Chlorotetracycline.

#### Synthetic Drugs

Phenacetin, Sulphanilamide, Sulphaguanidine, Sulphadimidine, Vitamin B1, Sodium Sulphacyl, Folic Acid, Vitamin B2, Analgin, Amidopyrine, Piperazine salts, Diethyl Carbamazine citrate, Nicotinamide (Niacinamide), I.N.H., Phenobarbitone, Acetazolamide.

The Government of U.S.S.R. provided a loan of Rs. 9.52 crores to cover

technical services, training of Indian personnel and equipment to be imported from U.S.S.R.

The above technologies have been introduced in the plants of Indian Drugs & Pharmaceuticals Limited. The results achieved are indicated in the Statements attached.

In the recent past, IDPL has obtained technology for the production of Penicillin G Potassium Salt, Tetracycline, Erythromycin, Semi-synthetic penicillins, Doxycycline Hyclate and Niacinamide from abroad. Technical know-how with Strains and basic engineering details for K Penicillin, Tetracycline, Erythromycin, and Technical know-how and basic engineering for Doxycycline and Semi-synthetic penicillin were procured from M/s. Farmafin of Italy. The total fee is U.S \$1.55 million.

Technical know-how for the production of Niacinamide alongwith basic engineering was procured from M/s. A. B. Bofors of Sweden and total fee payable is Sw. Kr. 20 lakhs.

Procurement	Agreement signed on	Documents received on
Penicillin G .	6-12-76	22-6-77
Semi-Synthetic		
penicillin		
Tetracycline		
Erythromycin		
Doxycycline .	14-6-76	22-6-77
Nicotinamide	29-6-76	Complete documents received at site during 1978.
Niacin . . . . .	29-6-76	
Methyl Ethyl Pyridine .	29-6-76	
Completion schedule :—		
Tetracycline . . . . .	June 1979	
Penicillin G . . . . .	September 1979	

Procurement	Agreement signed on	Documents received on
Erythromycin .	. September 1979	
Semi-synthetic penicillins .	. September 1979	
Nicotinamide, etc.	. October 1979	

Amount paid and countries from which purchased is as under:

	Amount in U.S.\$ (upto III instalment)	Country
Penicillin G .	3,20,000	Italy
Semi-synthetic penicillins	3,50,000	Do.
Tetracycline .	2,33,488	Do.
Erythromycin	2,50,800	Do.
Doxycycline . . . . .	24,000	Do.

IDPL technologists have received training in the plants of the collaborators in Italy in the production of Penicillin, Semi-synthetic Penicillins, Tetracycline and Erythromycin. As per Agreement, process demonstration of 10 batches in the Italian plants in the presence of the technologists were

taken and results obtained were on the higher side than the minimum guaranteed yield provided in the contract.

(c) The performance of India Drugs & Pharmaceuticals Limited is kept under constant review.

*Production of Antibiotics at IDPL—Rishikesh during the last three years*

S. No.	Products	Unit	YEAR		
			1975-76	1976-77	1977-78
1.	Pot. Penicillin Saleable .	. MMU	4.131	23.750	8.119
2.	Sodium Penicillin . .	. "	37.324	20.980	37.435
3.	Procaine penicillin . .	"	17.552	19.392	30.699
4.	Streptomycin sulphate . . . .	"	45.615	44.924	39.051
5.	Tetracycline Hcl. . . . .	"	68.249	76.224	70.660
6.	Tetracycline Base .	"	7.266	5.160	8.466
7.	Oxytetracycline Hcl. . . . .	"	41.051	36.539	34.717
8.	Oxytetracycline base . . . . .	"	0.412	—	0.148

## PRODUCTION OF PERFORMANCE OF IDPL—HYDERABAD

During the period 1975-76 to 1977-78

UNIT : TONNES

Sl. No.	Drugs	1975-76	1976-77	1977-78
1.	Pbenacetin . . . . .	152.000	163.50	188.35
2.	Sulphanilamide (Pharm) .	58.920	12.10	14.05
3.	Sulphaguanidine . . . . .	183.050	244.00	185.70
4.	Sulphadimidine	472.935	471.00	309.75
5.	Sod. Sulphacyl	30.965	41.70	16.25
6.	Vitamin B1 .	27.725	33.05	34.94
7.	Vitamin B2	5.000	6.88	7.81
8.	Folic Acid	3.633	4.42	4.61
9.	Analgin .	225.282	281.02	302.85
10.	Amidopyrine .	4.367	2.46	10.93
11.	Pip. Hydrate .	16.180	20.53	9.53
12.	Pip. Adipate .	41.275	16.80	25.65
13.	Pip. Phosphate	25.440	30.28	20.57
14.	Pip. Citrate .	16.364	29.21	53.81
15.	Ditrazine Citrate .	..	..	..
16.	Nicotinamide .	..	..	0.16
17.	Acetazolamide	2.735	3.63	2.11
18.	Phenobarbitone	10.221	12.55	18.51
19.	Sod. Phenobarbitone	2.954	1.00	3.03

**Misuse of loan licensing system by drug companies**

287. DR. P. V. PERIASAMY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state;

(a) whether a number of drug companies have misused the loan licensing system;

(b) if so, the names of such companies and the circumstances under which they have been able to do so; and

(c) the action taken by Government against such companies and the steps taken for curbing such malpractices?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Though no specific study has been conducted to determine the extent of mis-utilisation of loan licensing facilities by drug companies, certain instances have come to the notice of Government of companies having their products manufactured under loan licensing arrangements

without obtaining requisits licences under the I(D&R) Act or producing through such arrangements in excess of the capacities licensed to them.

(c) The new policy in this behalf is contained in the Statement on the new 'drug policy' laid on the Table of the Lok Sabha on 29th March, 1978, which is as follows:—

(1) existing turnover of foreign companies under loan licence would be treated as trading and, therefore, non-appendix-I activity for purposes of FERA;

(2) in future loan licences would not be granted to foreign companies; and

(3) activities taken up under loan licence, without an approval under IDR Act, if otherwise required, would not be regularised.

**Constitution of special cells for the welfare of Harijan employees in Indian Oil Corporation (Marketing Division)**

288. SHRI MAHI LAL: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Unstarred question No. 4771 dated the 29th August, 1978 and state:

(a) whether the special cells for the welfare of Harijan employees have since been constituted in the Indian Oil Corporation of India (Marketing Division) headed by a person belonging to Scheduled Caste/Scheduled Tribe communities;

(b) if so, the constitution thereof;

(c) if not, the reasons for making delay and adopting anti-Scheduled Castes/Scheduled Tribes attitude by the officers in the Marketing Division of Indian Oil Corporation; and

(d) when such a cell will be constituted?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):** (a) and (b). A special cell, which will initiate administrative measures to ensure adequate representation of Scheduled Castes and Scheduled Tribes candidates in public enterprises under the control of the Department of Petroleum, has been set up in the Chairman's Office in Indian Oil Corporation. The work of this cell is being looked after by Adviser (Personnel) of the Corporation, who does not belong to Scheduled Caste/Scheduled Tribe communities.

(c) There has been no delay in setting up this cell nor have officers in the Marketing Division of Indian Oil Corporation adopted any anti-Scheduled Caste/Scheduled Tribe attitude.

(d) Does not arise.

**उच्च न्यायालय की एक बेंच का भोपाल में स्थापित करने का प्रस्ताव**

289. श्री राखव जी : क्या बिधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करें कि :

(क) क्या उच्च न्यायालय की एक बेंच मध्य प्रदेश में भोपाल में स्थापित करने का कोई प्रस्ताव सरकार के विचारधीन है;

(ख) यदि हां, तो इस बारे में क्या प्रगति हुई है; और

(ग) क्या मध्य प्रदेश सरकार ने यह मामला केन्द्रीय सरकार से उठाया है, यदि हां, तो तत्संबंधी व्यौरा क्या है ?

बिधि, न्याय और कम्पनी कार्य मंत्री  
(श्री शान्ति शूषण) : (क) जी नहीं ।

(ख) प्रश्न ही नहीं उठता ।

(ग) राज्य सरकार ने भारत सरकार को ऐसा कोई प्रस्ताव नहीं भेजा है ।

# **Railway strike in Andhra Pradesh**

290. SHRI P. RAJAGOPAL NAIDU: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railways officials in Vijayawada and other places in Andhra Pradesh went on lightning strike in October;

(b) if so, the reasons therefor;

(c) their demands; and

(d) the decision taken by Government regarding their demands?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (d). For some years there has been a demand from the Loco Running staff of the Madras Division of the Southern Railway for allowing them reasonable share in the passenger and goods trains run on the Northeast line based on the consideration the route upto Gudur belongs to the Southern Railway. Efforts made to find an agreed solution on this issue between the representatives of the staff concerned at the Divisional and Zonal levels of the two Railways; as well as at the Railway Board level, did not yield any result. Consequently, after the matter was discussed at a meeting between the Minister for Railways and the representatives of A.I.R.F., N.F.I.R. and A.I.L.R.S.A. on 12-8-78, the Minister announced this decision giving an equitable share to the Loco Running staff of the two Divisions of both the Southern and South-Central Railways upto Vijayawada in the three superfast trains and in regard to the goods trains, the Southern Railway crews were to be allowed to work from Tondiarpet to Nayudupetah and the South-Central Railway crews from Nayadupetah to Bitragunta. It was also decided that in this arrangement of goods trains working, no staff would suffer reversions to lower posts and that, if necessary, supernumerary posts would be created to avoid any hardship to the staff concerned.

2. After considering further representations from the running staff concerned of the Southern Railway, instructions were issued to the Railways concerned in the first week of October 1978 that the decision, referred to above, should be implemented expeditiously and completely by 31-12-78. The action to implement the decision was initiated by the concerned Railways and consequently the running staff of the Madras Division of the Southern Railway were given one goods train. As a protest against this action, the Loco Running staff of the Vijayawad Division of the South-Central Railway went on a lightening strike on the night of 14/15th October, 1978 demanding that action to implement the above decision should be kept in abeyance till the staff concerned of the two Railways came to an aged solution on this issue. Accordingly, instructions were given to the Southern and South Central Railway Administrations to consider further stages of implementation gradually after some time.

# **Target for provision of domestic Gas Connections in rural and Urban Areas**

291. SHRI NARENDRA SINH: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government had fixed target for provision of domestic gas connections in rural and urban areas during the years 1977-78 to 1978-79;

(b) if so, target fixed for the said years; and

(c) total connections provided upto the end of October, 1978 and procedure followed in providing the connections?

THE MINISTER OF PETROLEUM, CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). Liquefied Petroleum Gas (cooking gas) is currently being marketed by the oil companies only in urban/semi-urban areas due to the limited product availability *vis-a-vis*



demand. No target for providing gas connections has been fixed separately for rural and urban areas during the years 1977-78 and 1978-79. However, about 1.1 lakh new gas connections were actually released during 1977-78 by the oil companies. During 1978-79, the oil companies plan to enrol about 3 lakh new LPG customers in different parts of the country. The availability of LPG is expected to increase substantially from 1980-81 onwards when it will be possible for the oil companies to review the position and to extend LPG marketing to smaller towns and rural areas based on the following considerations:

(i) anticipated customer potential;

(ii) nearness to the market from the source of supply;

(iii) availability of safe/commercial mode of transport;

(iv) maximum utilisation of distribution equipment; and

(v) viability of operation.

(c) During the year 1978-79, the oil companies had released about 73,000 new gas connections against registrations with the dealers in the existing markets on a "first-come, first-served" basis. In addition, some priority connections are released by the dealers on the advice of oil companies.

#### R.I.T.E.S. Ltd.

292. SHRI SHIV NARAIN SARSONIA: Will the Minister of RAILWAYS be pleased to state:

(a) when the organisation namely Rail India Technical and Economic Service Ltd. was created under the Ministry of Railways and the functions thereof;

(b) the composition of its Board of management and their scales of pay and the work undertaken by this organisation so far; and

(c) the number of Scheduled Castes and Scheduled Tribes office bearers and employees working in this organisation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Rail India Technical and Economic Services Ltd., was set up in April, 1974 under the aegis of the Ministry of Railways for rendering consultancy services, in India and abroad, in all fields of railway technology.

(b) The Board of Directors of RITES consists of a part-time Chairman, five part-time Directors and three functional Directors. The scales of pay of the functional Directors are as under:—

Managing Director Rs. 2500—3000

Directors Rs. 2250—2750.

RITES have already completed several assignments in Iran, Syria, Ghana, Malaysia, Nigeria, Sri Lanka and Bangladesh. Railway experts deputed by the Company are currently working in Zaire, Philippines, Ghana and Bangladesh. In India, RITES have completed consultancy assignments for the North Eastern Council, Steel Authority of India, Ministry of Agriculture and Irrigation and is presently working for the National Thermal Power Corporation, State Trading Corporation, Planning Commission and Bharat Cooking Coal Limited etc.

(c) There are five employees in the Company who belong to Scheduled Castes but none belongs to Scheduled Tribes.

#### Progress made by ONGC in Godavari Basin and other Places

293. SHRI K. SURYANARAYANA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state the progress of work done by ONGC in Godavari Basin at Narsapur, Andhra Pradesh and other places in the country if any?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS: (SHRI H. N. BAHUGUNA):** On the basis of the extensive geological and geophysical surveys carried out so far in the Godavari Basin, the ONGC is presently drilling a parametric-cum-exploratory well on the Narsapur structure in Andhra Pradesh. Against the targetted depth of 5000 metres, this well has so far been drilled to a depth of 1833 metres.

Oil exploration in other parts of the country is continuing by the ONGC and so far drilling has been undertaken on 171 structures in the onshore areas. Out of these structures, 161 structures have been tested so far; six are under testing and the remaining four structures are under drilling. Out of the 161 structure tested so far, 54 structures have proved to be oil/gas bearing. In the offshore areas, the ONGC has so far undertaken drilling on 28 structures, of which 20 structures have been tested and of structures have been found to be oil/gas bearing.

#### **Railway line from Rishikesh to Karnaprayag**

294. SHRI JAGANNATH SHARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether a comprehensive long-term plan has been drawn up for construction of Railway lines in the hilly and backward areas of the country;

(b) whether it is a fact that construction of Railway line from Rishikesh to Karnaprayag has been included in the plan; and

(c) if so, what are the details thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) A National Transport Policy Committee for formulation of overall transport policy for the country including the Railways has been appointed by the Planning

Commission. It will be possible for the Government to finalise its policy after the report of the Committee becomes available.

(b) and (c). No survey has so far been made for construction of the line from Rishikesh to Karnaprayag. It would be possible to consider its construction in view of prohibitively high anticipated cost of the line which falls in hilly terrain and very limited prospects of traffic.

#### **राजस्थान में नई रेलवे लाइन**

295. श्री बोलत राम सारण : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) इस बीच राजस्थान में किन नई रेलवे लाइनों का सर्वेक्षण किया गया है ;

(ख) किन नई रेलवे लाइनों के लिए सर्वेक्षण कराने की मांग की गई है ; और

(ग) उनके मंत्रालय ने उपरोक्त रेलवे लाइनों के सम्बन्ध में कौन-सी प्राथमिकता निर्धारित की है और ऐसा करने का आधार क्या है ?

#### **रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण)**

(क) से (ग). राजस्थान में नयी लाइनों के लिए निम्नलिखित सर्वेक्षण हाल ही में पूरे किये गये हैं या किये जा रहे हैं:—

- |                    |                          |
|--------------------|--------------------------|
| 1. रतलाम-बांसवाड़ा | बड़ी नयी लाइन<br>(पूर्ण) |
| 2. नाथद्वारा-फालना | नयी मीटर लाइन<br>(पूर्ण) |
| 3. बीकानेर-चतरगढ़  | नयी मीटर लाइन<br>(जारी)  |

राजस्थान में रेल लाइनों के सर्वेक्षण के लिए निम्नलिखित प्रस्ताव प्राप्त हुए हैं:—

- कोटा—चित्तौड़गढ़
- कोटा—अजमेर

कोटा—चित्तौड़गढ़ लाइन, जोकि सीमेंट कारखानों और उस क्षेत्र में लगाये जाने वाले प्रस्तावित अन्य उद्योगों द्वारा उत्पन्न यातायात को ठोने के लिए लाघ-दायक होगी के सर्वेक्षण करने का प्रश्न विचाराधीन है।

**मुगलसराय और पटना के बीच गाड़ियों में बिना टिकट यात्री**

296. श्री अर्जुन सिंह भवौरिया : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या मुगलसराय और पटना के बीच चलने वाली गाड़ियों में बिना टिकट यात्रा करने वाले यात्रियों की संख्या में वृद्धि हुई है;

(ख) क्या कंडक्टरों द्वारा मार्ग में जांच नहीं की जाती है;

(ग) क्या तीन टायर वाली भारित शायिकाओं में यात्रा करने वाले यात्रियों को भारी कठिनाई का सामना करना पड़ता है; और

(घ) यदि हां, तो सरकार का इस मामले में क्या उपचारान्मक कार्यवाही करने का विचार है और यदि कोई कार्यवाही नहीं करने का विचार है तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) :  
(क) मुगलसराय-पटना खण्ड पर बिना टिकट यात्रियों के विरुद्ध संवेष्टित अभियानों के परिणामस्वरूप 1-4-1978 से 30-9-1978 तक की अवधि में पिछले वर्ष की तुलना में टिकटों की बिक्री और उससे होने वाली आमदनी में वृद्धि हुई है तथा बिना टिकट यात्रा में उन्नीस प्रतिशत की कमी आई है।

(ख) जी नहीं। जिन स्थानों पर कंडक्टरों की व्यवस्था होती है, वे ऊंचे दर्जे के यात्रियों के टिकटों की जांच करते हैं।

(ग) और (घ)। शयनयानों में तैनात चार टिकट परीक्षकों के लिए ये अनुरोध हैं कि वे यह सुनिश्चित करें कि शयनयानों में अनाधिकृत यात्री प्रवेश नहीं करते। हालांकि, कई बार ऐसे यात्रियों की नियन्त्रित करना कठिन हो जाता है। अचानक छापे मारे जाते हैं और इन सवारी डिब्बों में यात्रा करने वाले अनाधिकृत यात्रियों के विरुद्ध नियमानुसार कार्रवाई की जाती है। शयनयानों में तैनात कर्मचारियों द्वारा जानबूझ कर लापरवाही करने के मामलों को गंभीर माना जाता है और उनके विरुद्ध उपयुक्त कार्रवाई की जाती है।

#### श्रीषधियों के मूल्य

297. श्री रामानन्द तिवारी : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि:

(क) गरीब लोगों द्वारा सेवन की जाने वाली श्रीषधियों के मूल्य कम करने और दूर-दराज के इलाकों में उनकी सप्लाई सुनिश्चित करने तथा जाली श्रीषधियों के उत्पादन की रोकथाम के लिए सरकार ने क्या कार्यवाही की है; और

3010 LS—7.

(ख) इस बारे में सरकार कहां तक सफल हुई है।

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती नन्दन बहुगुणा) : (क) श्रीषधियों के मूल्य श्रीषध (मूल्य नियन्त्रण) आदेश, 1970 के प्रावधानों के अन्तर्गत नियमित किये जाते हैं। सस्ते दामों पर श्रीषधें उपलब्ध कराने के लिए सरकार द्वारा हाल ही में अपनाये गये उपाय निम्न प्रकार हैं:—

(i) 10 मई, 1977 से निम्नलिखित अनिश्चित 9 वलक श्रीषधियों वाली पेटेंट और स्वामित्व वाली श्रीषधों पर 13.125 प्रतिशत के सामान्य उत्पाद शुल्क की बजाय 2.625 प्रतिशत की दर से रियायती उत्पाद शुल्क मगाया जाता है:—

1. क्लोरोक्विन फास्फेट
2. एमोडिया क्विन
3. क्लोफजिमोन
4. टायमेटामाईड
5. मेट्रोनीडाजोल
6. डाईएथिलकार्बामाजीन स्टेट
7. पिपराजीन और उसके माल्ट
8. रिफामपिसोन
9. टेटामाईक्लिन हाइड्रोक्लोराइड

उत्पाद शुल्क में कमी के फल स्वरूप फार्मूलेशनों के मूल्य में होने वाली कमी का लाभ उपभोक्ताओं को दिया जा रहा है।

(ii) 75 जीवन रक्षात्मक श्रीषधों को सीमा शुल्क से बिल्कुल मुक्त रखा गया है यदि इनका आयात वास्तविक उपभोक्ताओं द्वारा किया जाता है। इसमें यह श्रीषधि उपभोक्ताओं को कम मूल्य पर उपलब्ध होगी।

(iii) जातिगत नामों के अन्तर्गत विक्रय होने वाली सभी श्रीषधियों फार्मस्यूटिकल्स तथा मध्यवर्ती श्रीषधों पर उत्पाद शुल्क जो पहले 2 प्रतिशत का लगाया जाता था पहली मार्च, 1978 से समाप्त किया गया है और इस कारण मूल्य में जो कमी हुई है उपभोक्ता उसका लाभ उठा रहे हैं।

(iv) गत वर्षों में औद्योगिक लागत एवं मूल्य व्योरो द्वारा किये गये लागत अध्ययनों के आधार पर सरकार ने कुछ बल्क श्रीषधों तथा उन पर आधारित फार्मूलेशनों के मूल्यों में कमी की है। इन फार्मूलेशनों में आक्सी टेट्रासाईक्लीन पर आधारित फार्मूलेशन तथा टाइमोथोप्रिम और सलफा मेथाक्साजोल पर आधारित फार्मूलेशन सम्मिलित हैं।

(v) 29 मार्च, 1978 को लोक सभा पटल पर प्रस्तुत विवरण पत्र में दी गई नयी मूल्य निर्धारण

कीति में मार्क अप को युक्तिसंगत बनाने की व्यवस्था की गई है। जब कि श्रेणी i और ii के फार्मूलेजनों पर मार्क अप क्रमशः 40 और 55 प्रतिशत होगा श्रेणी iii के फार्मूलेजनों पर मार्क अप 100 प्रतिशत तक होगा और श्रेणी iv के फार्मूलेजनों मूल्य नियन्त्रण से मुक्त होंगे। प्रस्तावित युक्ति के कारण के फलस्वरूप अत्यंत अल्प फार्मूलेजनों के मूल्यों में परिवर्तन हो सकता है इस परियोजना से यह आशा है कि जनसाधारण द्वारा प्रयोग किये जाने वाले आवश्यक फार्मूलेजनों उपभोक्ताओं को उचित मूल्यों पर उपलब्ध होंगे और साथ ही साथ समस्त आधार पर इन फार्मूलेजनों का उत्पादन उत्पादकों के लिये अलाभप्रद नहीं होगा।

दूर-दराज के क्षेत्रों में औषधों की आपूर्ति आपाए के सामान्य माध्यम द्वारा की जाती है। नकली औषधों के उत्पादन तथा विक्रय की रोक थाम के लिये किये गये उपाय संलग्न विवरण में दिये गये हैं।

(ख) सरकार द्वारा किये गये उपायों के फल-स्वरूप औषधों के मूल्यों में एक स्थिरता आई है जैसा कि औषधों के थोक मूल्य निम्न सूचकांकों में देखा जायेगा।

वर्ष	औषधों के थोक मूल्य सूचकांक (1970-71-100)	प्रतिशत वृद्धि/कमी
1975-76	118.7	
1976-77	133.9	1975-76 से 13 प्रतिशत अधिक
1977-78 अप्रैल-सितम्बर 1978	136.3 136.2	1976-77 से अधिक मूल्य स्तर 1977-78 के स्तर पर बना रहा।

जहां तक नकली औषधों के उत्पादन की रोक थाम करने का प्रश्न है ड्रग्स तथा फार्मास्यूटिकल्स अधिनियम, 1940 तथा उसके अधीन बनाये गये नियमों के अन्तर्गत औषधों के उत्पादन एवं विक्रय पर राज्यकीय औषध नियन्त्रण अधिकारियों द्वारा नियन्त्रण रखा जाता है। नकली औषधों अधिनियम में दी गई गलत ब्रांड वाली औषधों की परिभाषा में आती है। इस अधिनियम के अन्तर्गत नकली औषधों का उत्पादन/विक्रय एक जुर्म है और इस के लिये 1 साल से 10 साल तक की कैद और जुर्माना हो सकता है। जब कभी नकली औषधों का उत्पादन या विक्रय करते हुए कोई व्यक्ति पकड़ा जाता है तो उसके खिलाफ सम्बद्ध अधिकारियों द्वारा न्यायालय की कानूनी कार्रवाई की जाती है।

### विवरण

नकली औषधों के उत्पादन तथा विक्रय की रोकथाम के लिये किये गये तथा प्रस्तावित उपाय

सामान्यतः नकली औषधों का उत्पादन तथा-विक्रय करने वाले गैर लाइसेन्सीकृत औषध निर्माताओं की निकालने के लिये लाइसेन्सीकृत औषध निर्माताओं की एक अखिल भारतीय सूची तैयार की गई है और इसे अध्ययन किया गया है। यह सूची सभी राज्य औषध नियन्त्रकों तथा औषध निर्माताओं एवं डीलरों के प्रमुख संगठनों को भेजी गई है।

2. जब कभी केन्द्रीय औषध नियन्त्रण संगठन को नकली औषधों की रिपोर्ट प्राप्त होती है और यदि कूट योजना अन्तर-राज्यकीय प्रकार की समझी जाती है तो सम्बद्ध राज्यों को मावधान किया जाता है और नकली औषधों के उत्पादन तथा वितरण के स्रोत का शोध पता लगाने के लिये कहा जाता है।

3. नकली औषधों के खिलाफ अभियान को पूर्ण रूप से चलाने के लिये औषध नियन्त्रण अधिकारियों का यह मनाह दी जाती है कि वे पुलिस के साथ घनिष्ठ सम्पर्क बनाये रखें।

4. औषध नियन्त्रण संगठनों के कारगर होने के लिये जिन सुविधाओं की आवश्यकता होती है उन स राज्यों को अवगत कराया गया है। इन में नकली औषधों की रोक थाम करने के लिये कानूनी तथा गुप्तचर टुकड़ियों की स्थापना करना सम्मिलित है। राज्यों से अनुरोध किया गया है कि वे अपने संगठनों को कुशल बनाये।

5. राज्यों ने अपने औषध निरीक्षकों को नकली औषधों के लाने ले जाने के मामले में सतर्क रहने के लिये तथा औषधों के सैम्पल शीघ्र-शीघ्र लेने के लिये कहा है।

6. केन्द्रीय सरकार के पास केन्द्रीय औषध प्रयोगशाला कलकत्ता, भारतीय केन्द्रीय फार्माकोपिया प्रयोगशाला, गाजीयाबाद तथा केन्द्रीय अनुसंधान संस्थान में, जो निरीक्षण सुविधाएँ उपलब्ध हैं, वह राज्यों को दी जाती है और इस समय 21 राज्य एवं केन्द्र शासित प्रदेश इसका लाभ उठा रहे हैं। इन सुविधाओं का और अधिक विस्तार किया जा रहा है ताकि अधिक संख्या में सैम्पलों की जांच की जाये।

7. केन्द्रीय प्रायोजित परियोजना के अन्तर्गत परीक्षण सुविधाओं का विस्तार करने के लिये राज्यों की वित्तीय सहायता दी जा रही है। इस परियोजना के अन्तर्गत 8 राज्यों को खाद्य एवं औषध प्रयोगशालाओं की स्थापना करने 3 राज्यों को खाद्य या औषधों के परीक्षण के लिये एक खंड स्थापित करने और 12 राज्यों को उच्च कोटि के परीक्षण उपकरण खरीदने के लिये सहायता दी जा रही है।

8. केन्द्रीय औषध मानक नियन्त्रण संगठन के बम्बई, कलकत्ता, मद्रास एवं गाजीयाबाद में चार क्षेत्रीय कार्यालय स्थापित किये गये हैं जो कि केन्द्रीय तथा राज्य संगठनों के बीच घनिष्ठ सम्पर्क बनाये रखेंगे और

इस बात को सुनिश्चित करेंगे कि अधिनियम सारे देश में एक समान लागू हों। इन क्षेत्रीय कार्यालयों में शीघ्र निरीक्षक भी रखे गये हैं जो राज्य के निरीक्षकों के साथ मिलकर काम करेंगे जिससे यह सुनिश्चित हो कि शीघ्र कानून के अन्तर्गत निर्धारित मानकों के अनुसार हो।

9. शीघ्र निरीक्षकों के लिये केन्द्रीय शीघ्र नियन्त्रण संगठन द्वारा नियमित रूप से प्रशिक्षण कार्यक्रम आयोजित किये जाते हैं। यह एक निरन्तर चलते रहने वाला कार्यक्रम है और राज्य सरकार इस सुविधा का लाभ उठा रही है।

10. ड्रम तथा काम्पैटिक्स अधिनियम के अन्तर्गत मिलावटी शीघ्रों के उत्पादन के लिये दंड कैद है जो कि एक वर्ष की अवधि से कम नहीं और दस वर्षों तक हो सकती है। परन्तु न्यायालयों को यह विवेकाधिकार प्राप्त है कि वे न्यूनतम से कम भी दंड दे सकते हैं। ऐसी शीघ्रों के उत्पादन में तथा लाने ले जाने उपकरणों तथा सामान को सक्त किया जा सकता है परन्तु अब अधिनियम में संशोधन करने का प्रस्ताव है जिससे नकली शीघ्रों का उत्पादन करने वालों को कड़ा दंड दिया जा सके। न्यायालयों को जो विवेकाधिकार प्राप्त है उन्हें भी समाप्त करने का प्रस्ताव है। शीघ्र निरीक्षकों के अधिकारों को बढ़ाने का भी प्रस्ताव है। इसके लिये संशोधन विधेयक का एक मसौदा तैयार किया गया है।

### Cases pending in Supreme Court and High Courts

299. SHRI D. AMAT: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the number of cases pending in Supreme Court of India;

(b) what are the causes for the delay in their disposal; and

(c) whether Government propose to appoint on an *ad-hoc* basis more judges to clear the backlog in disposal of cases in Supreme Court and High Courts, if not, what other steps the Government propose to take in the matter?

THE MINISTRY OF LAW JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) The number of regular hearing matters pending on 1st November, 1978 in the Supreme Court was 14,833.

(b) The major cause for delay in disposal has been an increase in insti-

tutions over years. The institutions increased from 3,241 in 1960 to 14,501 in 1977 without proportionate and timely increase in the judge strength.

(c) Appointment of retired judges to sit and act as judges of the Supreme Court and High Courts is made by the respective Chief Justices in accordance with the provisions of articles 128 and 224-A with the previous consent of the President. At present there is no proposal for the appointment of an *ad-hoc* judge in the Supreme Court. There is one *ad-hoc* judge in the Gauhati High Court. Besides this, proposals for appointment of two *ad-hoc* judges in the Andhra Pradesh High Court and one *ad-hoc* judge in the Patna High Court are under consideration. Proposals received for the appointment of judges under these provisions of the Constitution are given expeditious consideration. Other steps taken by the Government to speed up the disposals are given in the attached Statement.

### Statement

The following steps have been taken to speed up the disposal of cases:-

(i) The sanctioned Judge strength of the Supreme Court has been raised from 13 to 17 (excluding the Chief Justice) with effect from the 31 December, 1977 by amending the Supreme Court (Number of Judges) Act, 1956. The vacancies occurring on 1-1-1978 and 22-2-1978 on the retirement of Justice Goswami and Justice M. H. Beg as well as two of the newly created posts have been filled.

(ii) A substantial number of vacancies in the High Courts have been filled up. Initiative has been taken by the Central Government to call for proposals from the State Authorities/Chief Justices and wherever required reminders have been issued to the concerned State Authorities/Chief Justices. During the period from 1st April, 1977 to 15th November, 1978 as many as 86 fresh appointments have been made.

(iii) The judge strength have also been increased since 1-4-1977 in the High Courts in respect of which proposals were received. This increase has been made in the following High Courts from the dates the posts are filled up.

Name of the High Court	Increased by	
	Pmt	Addl
Allahabad		9
Madhya Pradesh		6
Karnataka	1	3
Himachal Pradesh		2
Patna		3
Rajasthan		1
Delhi		4
TOTAL	1	28

(iv) Letters have been addressed to the Bar Councils and Bar Associations of various States requesting them for cooperation and also for suggestions for speedy disposal of cases.

(v) The Law Commission have been requested to suggest suitable measures to tackle the general problem of arrears. They are seized of the matter.

(vi) The Supreme Court, with the approval of the President, has recently amended the Supreme Court Rules to facilitate early disposal of cases in the Supreme Court.

रेल यातायात में अनियमितताओं को दूर करने के लिए अभियान

300. श्री सुरेन्द्र झा सुमन: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि रेल विभाग ने रेल यातायात में अनियमितताओं को दूर करने तथा गाड़ियों के ठीक समय पर चलने और पहुँचने को सुनिश्चित करने के लिए एक अभियान चलाया है;

(ख) उसके परिणामस्वरूप गाड़ियों के समय पर चलने की स्थिति में कितना तुलनात्मक मुद्धार हुआ है; और

(ग) पहले के महीनों की तुलना में नियमित एवं अनियमित गाड़ियों की स्थिति क्या है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण):

(क) जी हाँ, गाड़ियों के चालन पर सभी स्तरों पर निकटता से निगाह रखने और उनके चालन में मुद्धार लाने के लिए 1-6-1978 से सभी रेलों पर एक विशिष्ट समय पालन अभियान चलाया गया है।

(ख) इस अभियान के परिणामस्वरूप, विभिन्न क्षेत्रीय रेलों पर मेल/एक्सप्रेस गाड़ियों के समय पालन में मुद्धार हुआ और उसका प्रतिशत मई, 1978 की तुलना में अक्टूबर, 1978 के दौरान बड़ी लाइन पर 2.4 परसेंट से 16.6 परसेंट के बीच और मीटर लाइन पर 3.1 परसेंट से 9.2 परसेंट के बीच रहा।

(ग) मई, 1978 की तुलना में, अक्टूबर, 1978 के महीने 'समय न खोने वाली' मेल/एक्सप्रेस गाड़ियों का रेलवे-तार समय-पालन इस प्रकार है:—

रेलवे	बड़ी लाइन		मीटर लाइन	
	मई, 78	अक्टूबर, 78	मई, 78	अक्टूबर, 78
मध्य	74.3	89.3	—	—
पूर्व	78.1	84.6	—	—
उत्तर	90.7	94.4	93.2	96.3
पूर्वोत्तर	94.6	97.0	79.3	76.0
पूर्वोत्तर सीमा	73.8	85.8	89.2	88.6
दक्षिण	83.2	88.1	84.1	93.3
दक्षिण-मध्य	80.0	84.0	86.0	90.0
दक्षिण-पूर्व	85.9	96.3	—	—
पश्चिम	80.7	87.3	85.0	94.0

भारी वर्षा, बाढ़/रेल-पथ की टूटफूट के कारण अक्टूबर, 1978 में और भागे कुछ नहीं हुआ है ।

### जंजीर खींचने की घटनाएँ

301. श्री सुरेन्द्र झा सुमन: क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) अगस्त से अक्टूबर, 1978 के तीन महीनों में जंजीर खींचने की कितनी घटनाएँ हुईं और 1975, 1976 और 1977 की तुलनात्मक अवधि में उक्त घटनाओं की संख्या क्या थी; और

(ख) इन घटनाओं को रोकने के लिए क्या कदम उठाए जा रहे हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण):

(क)

वर्ष	अगस्त से अक्टूबर तक की अवधि के दौरान खतरे की जंजीर खींचने की घटनाओं की संख्या
1975	21072
1976	14430
1977	22886
1978	41835

(ख) इ। बुराई को दूर करने के लिए रेल प्रशासन ने निम्नलिखित कदम उठाये हैं :—

1. गाड़ियों में चलटिकट परीक्षकों, रेल सुरक्षा दल/सरकारी रेलवे पुलिस के कर्मचारियों को सादी पोशाक में सैनात करना;
2. खतरे की जंजीर निरोधी दस्तों द्वारा अचानक जांच करना जिनमें चलटिकट परीक्षक और रेलवे सुरक्षा दल के कर्मचारी शामिल रहते हैं;
3. अनधिकृत जंजीर खींचे जाने के लिए नोट किये हुए स्थानों पर अचानक घात लगा कर जांच करना;

4. पोस्टों के माध्यम से अखबारों में, सिनेमा स्लाइडों आदि और महत्वपूर्ण स्टेशन पर जन-सम्बोधन प्रणाली पर उद्घोषणाओं द्वारा शैक्षणिक अभियान चलाना;

5. खतरे की जंजीर खींचने वालों को पकड़ने वाले व्यक्तियों को पारितोषिक प्रदान करना;

6. बदनाम क्षेत्रों में चुनी हुई गाड़ियों पर खतरे की जंजीर के उपस्कार को निष्प्रिय करना ;

असामाजिक तत्वों द्वारा अनधिकृत रूप से खतरे की जंजीर खींचने की बुराई का मुकाबला करने के लिए स्थानीय सिविल और पुलिस प्राधिकारियों के सहयोग से अभियान तेज कर दिये गये हैं। इन असामाजिक तत्वों की गतिविधियों को समाप्त करने के लिए राज्य सरकारों से निकट सम्पर्क रखा जा रहा है। खतरे की जंजीर खींचने के दूरगामी प्रभावों के बारे में छात्रों को शिक्षित करने के लिए सामाजिक शिक्षा देने का कार्यक्रम भी तेज कर दिया गया है।

तेल शोधक कारखानों की संख्या और उनके स्थान

302. श्री सुरेन्द्र झा सुमन : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) इस समय देश में कितने तेल शोधक कारखाने चलाए जा रहे हैं और वे कहाँ-कहाँ पर स्थित हैं और उनकी उत्पादन क्षमता तथा वास्तविक उत्पादन क्या है; और

(ख) किन्-किन कारखानों ने अपनी उत्पादन क्षमता को बढ़ाने के लिए योजनाएँ प्रस्तुत की हैं और छह पर सरकार की क्या प्रतिक्रिया है ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती मन्थन बहुगुणा) : (क) देश में इस समय 10 शोधन शालाएँ हैं जिनकी सम्मिलित क्षमता 27.45 मि०मी० टन

प्रति वर्ष (एम०टी०पी०ए०) है जो कार्य संचालन कर रही है। उनकी स्थिति, निर्धारित क्षमता और

वर्ष 1978 के लिए वास्तविक उत्पादन निम्नलिखित है :—

क्र० सं०	नाम	स्थिति	निर्धारित क्षमता मि०मी० टन प्रति वर्ष	वास्तविक क्षमता मि०मी० टन प्रति वर्ष
1.	गोहाटी	असम	0.80	0.82
2.	बरोनी      आई० ग्रो०	बिहार	3.30	3.06
3.	हल्दिया      सी०	पश्चिम बंगाल	2.50	2.10
4.	कोयाली	गुजरात	4.30	4.20
5.	हिन्दुस्तान पेट्रोलियम कार्पो० लिमि०	बम्बई	3.30	2.99
6.	हिन्दुस्तान पेट्रोलियम कार्पो० लिमि०	विजय (१० पी०)	1.55	1.30
7.	भारत पेट्रोलियम कार्पो० लिमि०	बम्बई	5.25	4.51
8.	कोचीन रिफाइनरीज लि०	कोचीन	3.30 (मिन०. 77 से मार्च, 78)	1.68
9.	मद्रास रिफाइनरीज लि०	मद्रास	2.65 (जुलाई, 77 से मार्च, 78)	2.10
10.	असम आयल कंपनी	दिसाई	0.50	0.53
			27.45	23.38

(ख) 10.01 मि०मी० टन प्रति वर्ष की अनिश्चित शोधन क्षमता की 4 परियोजना को सरकार ने अनुमोदित कर दिया है और जिनका निष्पादन किया जा रहा है। ये हैं (1) मथरा रिफाइनरी (6 एम०टी०पी०ए०), (2) कोयाली विस्तार (3 एम०टी०पी०ए०) (3), बोंगादगांव रिफाइनरीज (1 एम०टी०पी०ए०), और (4) एच०पी०सी० ल्यूब रिफाइनरी विस्तार (74,000 टी०पी०ए०)

हिन्दुस्तान पेट्रोलियम कार्पोरेशन लि० और मद्रास रिफाइनरी लि० ने अपनी उत्पादन क्षमता की वृद्धि के लिए प्रस्ताव प्रस्तुत किए हैं। देश में अनिश्चित शोधन क्षमता को बनाने की आवश्यकता को जांच करने के लिए नियुक्त अध्ययन दल की सिफारिशों के आने तक न प्रस्तावों पर सरकार के विचार को आस्थगित रखा गया है।

**भारतीय उर्वरक निगम द्वारा उर्वरक डीलरशिप का आवंटन**

303. श्री युवराज : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या भारतीय उर्वरक निगम ने अनुसूचित जातियों और अनुसूचित जनजातियों के लोगों को डीलरशिप आवंटित करने का निर्णय किया, यदि

हां, तो इन लोगों को आवंटित की गई डीलरशिप की प्रतिशतता क्या है और यह कब से आवंटित की गई है;

(ख) क्या इस कार्य के लिए 90,000 रुपये के पूंजी निवेश की आवश्यकता है;

(ग) क्या भारतीय उर्वरक निगम इन लोगों को बैंकों से आगामी शर्तों पर ऋण उपलब्ध कराने की व्यवस्था करेगा;

(घ) क्या सरकार का विचार समाज के कमजोर वर्गों के लोगों को कुछ रियायतें उपलब्ध करा कर व्यापार में स्थापित करने का है; और

(ङ) यदि हां, तो वह योजना कब लागू की जाएगी और यदि नहीं, तो उसके क्या कारण हैं?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमचन्द्र नन्धन बहुगुणा): (क) और (ङ). एफ०सी०आई० ने भविष्य में कम से कम 25 प्रतिशत डीलरशिप अनुसूचित जाति और अनुसूचित



बनवाति को देने का निर्णय किया है। एफ०सी० आई० ने इस योजना को सितम्बर 1978 से लागू किया है जब डीलरशिप के लिए आवेदन पत्र आमंत्रित करने के बारे में विचार दिया गया था।

(ख) फर्टिलाइजर कार्पोरेशन आफ इंडिया का डीलर 10,000 रुपये की पूंजी से अपना कारोबार आरम्भ कर सकता है।

(ग) कार्पोरेशन अपने डीलरों को बैंक द्वारा समय-समय पर निर्धारित शर्तों पर ऋण दिलाने में मदद करेगा।

(घ) इस योजना के अंतर्गत चुने गए डीलरों को फर्टिलाइजर कार्पोरेशन आफ इंडिया प्रायट लिमिटेड व्यापारियों की तुलना में उबरकों की बिक्री के लिए अधिक लाभ देकर और अधिक बिकने वाले उत्पादों के आवंटन में वरीयता देकर, सहायता देगी।

#### **Construction of over bridges at Kalawa**

304. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to refer to the reply given to Unstarred question No. 8745 on 2nd May, 1978 regarding construction of overbridges and state;

(a) whether Government have taken a decision on the representation for the construction of foot overbridges at Kalawa road and Vaitarna railway stations in Thana District of Maharashtra;

(b) if so, when and whether they shall be included in future works programmes;

(c) what is the estimated cost of each foot overbridge;

(d) when these foot overbridges are likely to be completed; and

(e) if no decision has, so far, been reached, the reasons thereof and when it shall be taken up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). Proposals for provision of a footover-bridge at Kalawa Road and Vaitarna Railway stations have been examined. Cost of providing these will be Rs. 1.7 lakhs for Kalawa Road and Rs. 2.00 lakhs for Vaitarna. However, provision of foot overbridge at Kalawa Road has been only considered justified. It is proposed to consider this work for inclusion in the Railway's Works Programme in 1980-81 subject to availability of funds.

(d) and (e). Do not arise.

#### **Railway Platform Tickets**

305. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Railway platform ticket is valid for only two hours; and

(b) to avoid the penalty what a person is expected to do when his guest comes by a train which is late by more than two hours?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) To avoid the penalty, a person can purchase a platform ticket after ascertaining the exact arrival time of a train from the enquiry office at the station.

#### **Programme of Completion of Joint Venture Formulation Unit near Nagpur**

306. SHRI R. K. MHALGI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Unstarred Question No. 4867 on 29th August, 1978 re. setting up an Antibiotic Unit in Nagpur and state;

(a) what is the phased programme of completion of proposed joint ven-

ture formulation unit near Nagpur in Maharashtra by Hindustan Antibiotics Ltd., and State Industrial and Investment Corporation Ltd.; and

(b) what shall be the labour potential of the project which involves a total capital outlay of about three crores?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a). The phased programme for completion of formulation unit near Nagpur will be as follows:—

- |                             |   |
|-----------------------------|---|
| (i) March 1979 to Oct. 1979 | Commencement of Civil Works and completion of plant buildings |
| (ii) Dec. 1979              | Machinery erection and commissioning                          |
| (iii) Mid. Jan. 1980        | Trial Production  |
| (iv) Mid. Feb. 1980         | Commencement of commercial production.                        |

(b) The total work force required will be about 150.

### **Central Railway Buildings in Kalyan**

307. SHRI R. K. MHALGI: Will the Minister of RAILWAYS be pleased to refer to the reply given to U. S. Q. No. 4935 on 29th August 1978 regarding Central Railway Buildings in Kalyan and state:

(a) whether Government have by now scrutinized the claim of Rs. 3,80,216 made by Kalyan Municipal Council (Maharashtra) relating to service charges due from Railway administration;

(b) if so, whether payments have been made to the concerned Municipal Council, if so, when and the amount of payment; and

(c) if not, what are the reasons of delay and when the payment shall be made?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) Not yet.

(b) Does not arise in view of reply to (a) above.

(c) (i) The claim extending to a period of over 14 years (dating back to 1-4-54) was preferred for the first time in July '77 and its verification is bound to be time-taking; (b) It also includes claim in respect of certain building built before 1-4-37 which do not attract the service charges; and (iii) The Railway has also to recover charges for the services rendered by them to the Kalyan Municipal Council for which they have to finalise their claims and then adjust the same from the claim due to Kalyan Municipal Council which again will take some time. The Central Railway has been directed to expedite this matter.

### **Railway Accidents and Derailments**

306. SHRI KUMARI ANANTHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Railway accidents including derailments which took place during the last three months in various railway zones;

(b) the number of human lives lost, the amount of damage caused to the railways in money; and

(c) the compensation paid to the victims in those accidents?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN):** (a) the number of train accidents in the categories of collisions, derailments, level crossing accident and fires in trains which occurred on the various Zonal Railways during the last three months

August to October, 1978 is given below:-

Railway	No. of
Central	30
Eastern	9
Northern	39
North Eastern	21
Northeast Frontier	13
Southern	23
South Central	24
South Eastern	14
Western	33
<b>TOTAL</b>	<b>247</b>

(b) The estimated cost of damage to railway property and the number of persons killed in these accidents are given below:—

Cost of damage . . . Rs. 1,45,60,076/-

Number of persons killed . 25

(c) An ex-gratia payment of Rs. 70,150 has been made to the victims/their dependents of these train accidents. Only 11 claims for compensation have so far been received by the Ex-officio Claims Commissioners. However, the claimants can file their claims within a period of 3 months from the date of occurrence of the accident under Indian Railways Act, 1890. Payment of the compensation will be expeditiously arranged by the railway administration to the claimants on the basis of the verdict of ex-officio Claims Commissioners. No claim has so far been settled.

**छोटे उद्योगों को सोडा-ऐश की सप्लाई**

309. डा० रामजी सिंह : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) छोटे उद्योगों को बालू रखने के लिए सोडा-ऐश की सप्लाई के लिए सरकार द्वारा क्या कार्यवाही की गई है;

(ख) क्या सोडा-ऐश में बड़े पैमाने पर चोर-बाजारी हो रही है और इसके लिए जिम्मेदार कौन है और उसके विरुद्ध सरकार क्या कार्यवाही करेगी; और

(ग) क्या सरकार का विचार सोडा-ऐश उद्योग का राष्ट्रीयकरण करने का है?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती नन्वन बहुगुणा): (क) सोडा-ऐश के मूल्यों तथा वितरण पर कोई सांविधिक नियंत्रण नहीं है। फिर भी, सरकार ने सोडा-ऐश निर्माताओं पर, विभिन्न उपभोक्ता उद्योगों विशेषकर लघु उद्योग की इकाइयों को उचित मूल्यों पर सोडा-ऐश की भवाम्य तथा उचित उपलब्धि कराने के लिए दबाव डाला है।

सोडा-ऐश के सभी निर्माताओं ने सरकार को भाषासन दिया है कि उनके द्वारा सभी औद्योगिक उपभोक्ताओं की आवश्यकताओं को पूरा किया जाएगा और पिछले वर्षों के अनुपात से उठान के मुताबिक उन्हें सप्लाई की जाएगी। स्वदेशी उत्पादन को बढ़ाने के लिए दो मुख्य प्रयोगकर्ता संगठन अर्थात् भाल इंडिया ग्लास मैन्युफैक्चरर्स फेडरेशन तथा भाल इंडिया सिलिकेट मैन्युफैक्चरर्स एसोसिएशनों को भी घने और हल्के सोडा-ऐश दोनों में से प्रत्येक के 10,000 मी. टन के आयात के लिए प्राधिकृत किया गया है जिसे वे रसायन और उर्वरक विभाग द्वारा जारी किए गए मार्गदर्शन के अनुसार न हानि और न लाभ आधार पर ग्लास और सिलिकेट निर्माण करने वाली इकाइयों को बेचेंगे।

(ख) और (ग). बनारस हिन्दू विश्वविद्यालय के रसायन तकनीकी विभाग के अध्यक्ष प्रोफेसर गोपाल त्रिपाठी की अध्यक्षता में एक उच्च अधिकार प्राप्त समिति का गठन किया गया है। यह समिति सोडा-ऐश की वर्तमान कमी के कारणों के विशेष छंदर्भ सहित सोडा-ऐश के उत्पादन, लाने व ले-जाने और विपणन के समस्त पहलुओं पर विचार करेगी और सोडा-ऐश उद्योग में इस प्रकार की स्थिति को पुनरावृत्ति को रोकने के बारे में अपनाए जाने वाले उपायों का सुझाव देगी। उच्चाधिकार प्राप्त समिति की रिपोर्ट के जनवरी 1979 के अन्त तक प्राप्त होने की आशा है तथा इस रिपोर्ट के प्राप्त होने पर आगामी कार्यवाही की जाएगी।

### तिनमुखिया मेल गाड़ी का तयब

310. डा० राजबो सिंह : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) भागलपुर और बिहार के लिये 155 खप और 156 डाउन तिनमुखिया मेल के अमु-विधाजनक समय को नियत करने के पीछे सरकार का उद्देश्य क्या है ;

(ख) क्या सरकार तिनमुखिया मेल में भागलपुर से एक डिब्बा जोड़ कर इस अमुविधा को दूर करेगी ;

(ग) क्या सरकार को भागलपुर से दिल्ली के लिए एक डिब्बा जोड़ने के बारे में अनेक पत्र/अभ्यावेदन प्राप्त हुए हैं ; और

(घ) क्या सरकार उन पर सहानुभूति में विचार करेगी ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) :

(क) देश की राजधानी और उत्तर पूर्वी प्रदेशों के बीच एक तेज गाड़ी की व्यवस्था के लिए, 155/156 गाड़ियों और मेल लेने वाली मीटर घामान की 7/8 तिनमुखिया मेल गाड़ियों को, इनका मार्ग पूर्णतया बदल कर और उत्तर रेलवे खंड पर इन्हें 110 किलो मीटर प्रति घंटा की अधिकतम अनुमति गति पर चलाकर और अनेक ठहराव हटा कर इन गाड़ियों का चालन समय 10 घंटे कम कर दिया गया है इस प्रक्रिया में भागलपुर नरीखे मध्यवर्ती स्टेशनों पर इन गाड़ियों को मुविधाजनक समय पर चलाना परिचालनिक दृष्टि से व्यावहारिक नहीं पाया गया है ।

(ख) से (घ). जैसा कि तेज रफ्तार वाली अन्य गाड़ियों के मामले में होता है, तिनमुखिया मेल गाड़ियों में नयी दिल्ली और भागलपुर के बीच एक स्लिप कोच की व्यवस्था व्यावहारिक नहीं है ।

कुकिंग गैस के वितरण के लिए साइसेंस जारी करना

311. श्री नरबाब सिंह चौहान : क्या पेट्रोसियम तथा रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) कुकिंग गैस वितरण हेतु लाइसेंस देने संबंधी एजेंसियां देने की क्या नीति है ;

(ख) प्राथमिकताएं निश्चित करने का क्या आधार है और कुकिंग गैस किन-किन कृषाजनक कारणों पर अर्बिटल की जाती है ;

श्री (ग) कुकिंग गैस की सप्लाई की स्थिति में कब तक सुधार हो जायेगा और इसे छोटे शहरों में कब तक उपलब्ध करा दिया जायेगा ; और

(घ) क्या प्रशासन इस बारे में कोई विशेष कार्यवाही कर रहा है और यदि हां तो तत्सम्बन्धी और क्या है ?

पेट्रोसियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती नन्दन बहुगुणा) :  
(क) मार्बजिनल क्षेत्र की तेल कंपनियों द्वारा एजेंसियां प्रदान करने की वर्तमान नीति के अनुसार सभी प्रकार (खाना पकाने की गैस) की एजेंसियों की 25 प्रतिशत एजेंसियां अनुसूचित जातियों/अनुसूचित जनजातियों में सम्बन्धित व्यक्तियों को और 2 प्रतिशत एजेंसियां शारीरिक रूप से अपंग व्यक्तियों को तथा बाकी एजेंसियां वाणिज्यिक महत्व की विचारधारा पर उमर भी उचित उपभोक्ता सहकारी सामायटियों और कृषि उद्योग निगमों को तरजीह देते हुए प्रदान की जाती है ।

(ख) वितरकों द्वारा खाना पकाने की गैस के कनेक्शन आमनीय पर उन व्यक्तियों को, जो उनके पास पंजीकृत होते हैं, "पहले आओ, पहले-पाओ" के आधार पर किये जाते हैं और एक प्रतीक्षा सूची भी रखी जाती है ।

फिर भी नेत कंपनियों की सलाह पर विवेकाधीन द्वारा खाना पकाने की गैस के कुछ कनेक्शन प्राथमिकता के आधार पर समद सदस्यों और राज्य विधायकों, तथा अन्य गणमान्य व्यक्तियों, विदेशी प्रनिष्ठित व्यक्तियों, कठिन परिस्थितियों वाले मामलों, वाणिज्यिक संस्थाओं, सरकारी संगठनों/संस्थाओं आदि को दिये जा रहे हैं ।

(ग) और (घ). खाना पकाने की गैस को उपलब्ध करने से सम्बन्धित स्थिति में निम्न-लिखित शोधन शालाओं के चालू हो जाने/मुविधाओं के जुटजाने से वर्ष 1980-81 तक सुधार हो जाने की संभावना है :—

- (1) बम्बई हाई सम्बद्ध गैस से खाना पकाने की गैस को धक करने की मुविधाओं के उपलब्ध हो जाने से ;
- (2) मधुरा तेल शोधक कारखाना ;
- (3) कोयाली तेल शोधक कारखाने में तेल को साफ करने की गैस मुविधाओं के जुट जाने से ; और
- (4) बोगाईगांव शोधनशाला के कोकर एकक के चालू हो जाने से वर्ष 1980-81 से खाना पकाने की गैस के कनेक्शन एक विशेष पैमाने पर प्रदान करना संभव होगा । और छोटे छोटे कस्बों

में भी खाना पकाने की गैस के विपणन का निम्नलिखित बातों पर विस्तार किया जायेगा :—

- (1) प्रत्याशित ग्राहक क्षमता ;
- (2) सप्लाई संसाधन से मार्केट की दूरी ;
- (3) सुरक्षित / वाणिज्यिक स्तर के परिवहन की उपलब्धता ;
- (4) वितरण उपकरणों का अधिकतम उपयोग ; और
- (5) कार्य संचालनों की व्यवहार्यता ।

और प्रबन्धकों द्वारा गैर-कानूनी रूप धन निकालने का कोई उदाहरण उनके कार्यालय में उपलब्ध रिकार्ड से उनकी सूचना में आया है ।

मैसर्स पाले (एक्सपोर्ट्स) प्राइवेट लिमिटेड की कुल शेयर पूंजी और शेयरधारियों के नाम संलग्न विवरण में दिये जाते हैं । मैसर्स वागणसी बाटली कम्पनी, कम्पनी अधिनियम, 1956 के उपबन्धों के अन्तर्गत पूंजीकृत कम्पनी नहीं है इसलिए इस विभाग के पास उसके सम्बन्ध में कोई सूचना नहीं है ।

#### विवरण

पाले एक्सपोर्ट प्राइवेट लिमिटेड द्वारा कम्पनी कानून का उल्लंघन

312. श्री हुकूमचंद कठबाय : क्या बिधि, न्याय और कम्पनी कार्य मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या पाले एक्सपोर्ट प्राइवेट लिमिटेड, चकला, अधेरी ईस्ट, वेस्टन एक्सप्रेस हाईवे, बम्बई तथा वागणसी बाटलिंग कम्पनी, लक्ष्मी बिल्डिंग, चवंगेट डी, रोड, बम्बई, कम्पनी कानून का लगातार उल्लंघन कर रही है और यदि हां, तो ये कम्पनियाँ कब बनी तथा उनकी स्थापना के बाद उन्होंने क्या क्या अनियमितताएँ की ;

(ख) इस समय इन दोनों फर्मों की कुल शेयरपूँजी कितना है और उन भागीदारों तथा फर्मों के नाम क्या हैं जिनके उक्त कम्पनी में शेयर हैं ; और

(ग) क्या कम्पनियों के मालिकों और प्रबन्धकों ने अनेक बार गैर-कानूनी ढंग से धन निकाला है और यदि हां, तो यह धन गैर-कानूनी ढंग से कितनी बार निकाला गया और शेयर होल्डरों को अन्तरित किया गया ?

बिधि, न्याय और कार्य मंत्री (श्री शान्ति कृष्ण) : (क) से (ग). मैसर्स पाले (एक्सपोर्ट्स) प्राइवेट लिमिटेड, 24 मार्च, 1952 को ६० पाले बाटलिंग कम्पनी प्राइवेट लिमिटेड के नाम के अन्तर्गत विनिगमित की गई थी और बाद में यह नाम 14 मई, 1974 को मैसर्स पाले (एक्सपोर्ट्स) प्राइवेट लिमिटेड में बदल गया था । पिछले दस सालों में, कम्पनी रजिस्ट्रार बम्बई द्वारा उपरोक्त कम्पनी द्वारा कम्पनी अधिनियम, 1956 के उपबन्धों के अन्तर्गत न तो कोई अधिव्यमितता या न कम्पनी के मालिकों

ख. (i) मैसर्स पाले (एक्सपोर्ट्स) प्राइवेट लिमिटेड को 26 जुलाई, 1977 तक बनाई गई नवीनतम वार्षिक विवरणी के अनुसार प्रदत्त पूंजी

(क) पूर्ण रूप से प्रदत्त 100	
₹० प्रत्येक के 10,000	
साम्य शेयर	10,00,000
(ख) पूर्ण रूप से प्रदत्त 100	
₹० प्रत्येक के 3,000	
अधिमानी शेयर	3,00,000
योग :	13 00,000

(ii) मैसर्स पाले (एक्सपोर्ट्स) प्राइवेट लिमिटेड के शेयरधारियों के नाम जो 26 जुलाई, 1977 को नवीनतम वार्षिक विवरणी के अनुसार हैं

1. श्री जयन्तीलाल मोहनलाल (स्वर्गवासी)
2. श्रीमती जयवन्ती जयन्तीलाल (स्वर्गवासी)
3. श्री रमेश चौहान
4. श्री प्रकाश चौहान
5. श्रीमती किशोरी रवीमोदी
6. श्रीमती उमा मनुभाई प्रेमजी
7. श्रीमती मीरा प्रकाश चौहान
8. श्रीमती वन्दना आर० विभाकर
9. श्री जनक आर० विभाकर
10. श्री आशोष आर० विभाकर
11. कुमारी लीना आर० विभाकर
12. मैसर्स किशमत रिमजिम डेडरीज लिमिटेड

मध्य रेलवे में दिये गये खान-पान के ठेके

313. श्री हुकम चन्द कछवाय : क्या रेल बंदी यह बताने की कृपा करेंगे कि :

(क) मध्य रेलवे के प्रत्येक डिवीजन में दिये गये छोटे और बड़े खान-पान के ठेकों की संख्या कितनी है;

(ख) क्या खान-पान और अन्य स्टालों के 10 प्रतिशत ठेके नियमानुसार अनुसूचित जातियों और अनुसूचित जनजातियों के व्यक्तियों को दिये गये हैं और यदि नहीं, तो इसके क्या कारण हैं; और

(ग) अनुसूचित जातियों और अनुसूचित जनजातियों के उन सभी व्यक्तियों की संख्या, नाम और पतों का व्योरा क्या है, जिन्हें मध्य रेलवे के विभिन्न डिवीजनों में छोटे और बड़े ठेकेदारों की संख्या कितनी है जिनके ठेकों का तीन अथवा चार बार नवीकरण किया गया है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) मध्य रेलवे में छोटे और बड़े

खान-पान/खोमचे के ठेकों की संख्या, संख्या इस प्रकार है :—

मंडल	संख्या	
	बड़े	छोटे
बम्बई .	38	57
भुसावल, .	25	29
शोलापुर .	23	31
नागपुर .	8	26
जबलपुर .	24	19
झांसी .	45	51
जोड़	163	213

(ख) खान-पान/खोमचे के ठेकों के लिए अनुसूचित/अनुसूचित जनजातियों के व्यक्तियों के लिए कोई आरक्षण नहीं है। तथापि, सरकार की वर्तमान नीति के अनुसार 1/2 यूनिट तक के सभी खान-पान/खोमचों के ठेके केवल अनुसूचित/अनुसूचित जनजातियों के लिए आरक्षित हैं।

(ग) एक विवरण संलग्न है।

#### विवरण

क्रम सं०	अनु०/अनु० जन जाति के ठेकेदारों के नाम	स्टेशन तथा ठेके की किस्म	कितनी बार नवीकरण किया गया
1	2	3	4
<b>बड़े</b>			
1	श्री यशवन्त नारायण	. करजत-जलपानगृह	6
2	मेसर्स एलजी खोपकर एण्ड कं०	. कुरला चाय का स्टाल	6
3	श्री एस० डी० जाधव	. विद्धा स्टाल बिहार	5
4	मेसर्स गजानन सबलाराम एण्ड कं०	. घाट कोपरस्टाल	5
5	श्री एन० जी० मनकड	. खंडाला स्टाल	6
<b>छोटे</b>			
6	श्री एस० बी० नायकवाड	चूनाभट्टी स्टाल	5
7	श्री के० डी० डोडामनी	. खंडावली स्टाल	—
8	श्री ए० एम० शिन्डे	. खपोली स्टाल	—

1

2

3

4

बड़े

भूसावल मंडल

9. श्रीमती हीराबाई गायकवाड

. अकोला जलपानगृह

2

छोटे

10. मेसर्स दलिनोदर मंडल

. अचलपुर स्टाल

5

बड़े

नागपुर मंडल

11. श्री के० पी० राजभीज

ग्रामला स्टाल

5

छोटे

12. श्री सी० एस० मकोडे

चन्द्रपुर स्टाल

2

13. श्रीमती जानाबाई खोबरागडे

अजनी स्टाल

4

14. श्री जी० एन० निकम

अजनी स्टाल

1

15. श्री आर० एम० ताम्बे

कटोल स्टाल

—

भांसी मंडल

बड़े

16. मेसर्स बट्टीप्रसाद कामताप्रसाद

मथुरा फल स्टाल

3

17. मेसर्स रामचरन एण्ड संस

बीना फल स्टाल

11

छोटे

18. श्री लक्ष्मण प्रसाद

बाद चाय स्टाल

—

19. मेसर्स दुर्गाप्रसाद एण्ड संस

रांची स्टाल

2

20. श्री सूरजभान वर्मा

मऊरानीपुर स्टाल

1

21. मेमर्स भगवानधीन वरुन एण्ड बर्दस

ग्वालियर मालगोदाम स्टाल

4

छोटे

शोलापुर मंडल

22. श्री जी० एन० घोलप

उरली स्टाल

1

23. श्री एस० आर० गायकवाड

हडपसर स्टाल

—

24. श्री एल० एन० दादे

येडसी स्टाल

—

25. श्री बी० डी० मोनाबने

घोड (छो० ला०) स्टाल

1

26. श्री डी० बी० उदले

गुन्टाम्बा चाय स्टाल

5

27. श्री आर० वाई० फोलेराव

रावनकांत चाय स्टाल

—

बड़े

28. श्री ए० ए० एल० येले

पंडारपुर स्टाल

3

छोट

29. श्री एल० एल० येले

आस्ती स्टाल

1

30. श्री एस० एल० येले

सांगोला स्टाल

6

जबलपुर मंडल

कोई नहीं

**Issue of Industrial Licences to Organised Sector Units Located in Backward Areas**

314. DR. VASANT KUMAR PANDIT: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what facilities in the matter of industrial licensing and release of canalised raw materials are being extended to the organised sector units located in centrally backward areas in new drug policy; and

(b) how the facilities are proposed to be improved in the near future?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The New Drug Policy does not separately cover this aspect. However, the incentive scheme for such units as a whole, as announced by Government of India is contained in Chapter VI of the Guidelines for Industries published by the Department of Industrial Development. These facilities are also available to the drug units.

**Extension of Electric Traction**

315. SHRI GANGADHAR APPA BURANDE: Will the Minister of RAILWAYS be pleased to state:

(a) the total mileage of electric traction extended, State-wise;

(b) whether Government contemplate to electrify all dead-end branch line trains enroute where electrification is resorted;

(c) if so, the details thereof; and

(d) if not, the reasons thereof?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a)**

State	Route Kilometres
1. Bihar	832.5
2. Gujarat	365.0
3. Madhya Pradesh	302.0
4. Maharashtra	746.0
5. Orissa	247.0
6. Tamil Nadu	166.0
7. Uttar Pradesh	828.5
8. West Bengal	1198.0
9. Union Territory of Delhi	34.0
TOTAL	4719.0

(b) No.

(c) Does not arise.

(d) The density of traffic on these dead-end branch lines is not sufficiently high to make electrification on these sections financially viable and qualify for electrification.

**Names of Oil Producing States**

316. SHRI AHMED M. PATEL: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the names of oil producing States in the country;

(b) the rate of royalty being paid to each state;

(c) whether any request has been made by the State Governments to increase the rate of royalty;

(d) if so, the names of such States; and

(e) the reaction of Government of India thereto?



**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**  
(a) Assam and Gujarat.

(b) The rate of royalty being paid on crude oil and casing head condensate, to the States of Assam and Gujarat is Rs. 42.00 per tonne from 8-9-1976.

(c) Yes, Sir.

(d) Assam and Gujarat.

(e) Government have decided that the existing rates of royalty would continue till it reviewed in 1980.

#### **Manufacture of Organic and Inorganic Chemicals by Foreign Companies**

317. SHRI MOTIBHAI R. CHAUDHARY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state items of Organic and inorganic Chemicals being manufactured by foreign companies at present with details of industrial licences under which they are manufacturing them?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):** Items of (i) major organic chemicals such as Pesticides, Dyes and Dye Intermediates, Rubber Chemicals, Phenol, Acetylene black and (ii) inorganic chemical items which are being presently manufactured by foreign companies having foreign equity of more than 40 per cent with details of Industrial Licences under which these are being manufactured, are shown in the statement laid on the Table of the House. [Placed in Library. See No. LT-2779/].

#### **Issue of Industrial Licence**

318. SHRI MOTIBHAI R. CHAUDHARY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) details of pending industrial licences; applications of foreign companies, names of drug involved;

(b) whether they are of high technology or not;

(c) how many industrial licences and letters of intent have been issued to foreign companies since present Government took over, names of items involved; and

(d) reasons as to why licences were granted to foreign companies?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):** (a) The requisite details in respect of foreign companies having direct foreign equity exceeding 40 per cent are indicated in Statement I laid on the Table of the House. [Placed in Library. See No. LT-2780/78].

(b) The criteria for high technology of bulk drugs are still to be determined by the Committee set up for the purpose.

(c) and (d). The requisite details in respect of foreign companies having direct foreign equity exceeding 40 per cent are indicated in Statement II laid on the Table of the House. [Placed in Library. See No. LT-2780/78].

#### **Items mentioned in Form 'A' or 'B' at the time of registration by Foreign Drug Companies**

319. SHRI MOTIBHAI R. CHAUDHARY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the items mentioned in Form A or B at the time of registration in the applications of foreign companies having more than 26 per cent foreign equity, productions of these items in 1972 and 1977;

(b) whether any applications for fuller utilisation of capacity were received from foreign companies by Government on these applications; and

(c) if so, details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Since the Registration Certificates were issued in the fifties, the details asked for are not immediately available. However, as part of the exercise for consolidation of licences and other exercises being currently under-

taken in pursuance of Government's decision on the Hathi Committee Report, all the firms have now been asked to furnish such data. The requisite details in respect of certain companies to the extent available are, however, indicated in the Statement.

(b) and (c) When the scheme for fuller utilisation of capacity was announced on 1st January, 1972, companies having direct foreign equity of more than 50 per cent were being considered as foreign companies. Information in respect of such companies is being collected and will be laid on the Table of the House.

#### Statement

#### FORMA

Sl. No.	Name of the Party	Name of the manufactured products	Capacity
1	2	3	4
1.	M/s. Boots.	Tablets	2,800 per minute
		Liquids	400 gallons per day
		Powders	1 ton per day
		Ointments	500 lbs. per day
These figures are general in character and production of any particular items varies according to the nature of the ingredients.			
2.	M/s. Glaxo	Liquids	1,20,000 lbs. per year (all liquids particularly Livogen Elixir valibrom, Elixir Myanesine, Syrup Cocillana, Elixir Ephedrin and other liquids).
		Ampoules and vials	60,00,000 ampoules per year or 12,00,000 vials.
		Tablets, assorted coated or uncoated.	12,00,00,000 approximately per year
		Powder (Cosmetics.)	7,20,000 lbs. per year
3.	M/s. May & Baker	Tablets (Sulpha etc.)	20,00,00,000 per month.
		Ephedrine Hcl Powder.	500 lbs. per month.
		Sulpha Drugs such as Sulph amethoxazole, Sulpha pyridine etc.	5 tons per month

1	2	3	4
		Injectables . . .	200,000 amps per month.
		Emulsions and Miscellaneous Medical Products. . .	As required.
4	M/s. Pfizer	<i>T. B. Products</i>	
		PAS Granules . . .	6,000 kilos monthly.
		Isonex tablets. . .	20,000,000 Tabs. monthly.
		<i>Vitamin Tablets</i>	
		Multivitaplex Tablets . . .	} 8,000,000 Tabs. Monthly.
		Becoplex & similar tablets. . .	
		<i>Sulfa Drugs</i>	
		Sulfadiazine . . .	} 10,000,000 tabs. Monthly.
		Sulfaguanidine . . .	
		Chloramphenicol . . .	
		<i>Antibiotics Vial Filling</i>	
		Penicillin, Di-Penicillin . . .	} 750,000 vials monthly.
		Leocillin, Streptomycin & PAM . . .	

Various other Pharmaccutical manufacturing such as Sterile Solutions, Sterile Substances and general tableting, manufacturing of ointments and syrups.

### FORM B

Sl. No.	Name of the party	Lines of manufacture proposed	Proposed Installed Capacity
1	M/s. Parke Davis	Chloromycetin Liquid (for Children)	20,000 × 60 cc. Bottles/month.
		Chloromycetin . . .	700,000 × 250 mgm. Kapscales/month.
		Other Kapscale products. . .	500,000 Kapscales/month
		Powders products. . .	2,000 pounds/month.
		Fluid products . . .	20,000 pints/month.
		Malt products. . .	40,000 pounds/month.
		Tablets . . .	1,000,000 Tablets/month.

**Construction of over Bridge at Rayagada**

320. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) whether his Ministry received a proposal from South Eastern Railway to construct over bridge on Railway level crossing in the Rayagada town of Orissa State;

(b) if so, the details thereof; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No.

(b) and (c). Does not arise.

**Koraput to Parvatipuram Railway Line**

321. SHRI GIRIDHAR GOMANGO: Will the Minister of RAILWAYS be pleased to state:

(a) the money sanctioned for survey of new Railway line from Koraput to Parvatipuram (S. E. Railway) for the year 1978-79;

(b) time fixed for survey and submission of report for approval; and

(c) the progress made, so far, in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (c). A Preliminary Engineering-cum-Traffic Survey for construction of the broad gauge line from Koraput to Salur/Parvatipuram has been sanctioned at a cost of Rs. 12.5 lacs. An outlay of Rs. 7 lacs has been sanctioned for this survey in the year 1978-79. The survey work has been entrusted to Rail India Technical and Economic Services recently. The survey is required to be completed within 18 months.

**Cases Pending Disposal in High Courts**

322. SHRI GIRIDHAR GOMANGO: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the cases pending for disposal in High Courts of States; and

(b) the steps taken by this Ministry and the steps for speedy disposal of those cases which are pending for many years?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) and (b). Two statements are attached.

**Statement I**

*No. of cases pending in various High Courts as on 30-6-1978*

Name of the High Court	No of cases pending
Allahabad . . . . .	1,39,315
Andhra Pradesh	16,735
Bombay .	54,925
Calcutta	69,380
Delhi .	28,946
Gauhati .	6,727
Gujarat . .	12,320
Himachal Pradesh . . .	4,563
Jammu & Kashmir .	5,339
Karnataka	41,847
Kerala . .	37,389
Madhya Pradesh	46,652
Madras .	52,919
Orissa	6,958
Patna .	32,433
Punjab & Haryana .	42,599
Rajasthan	22,964
Sikkim . . . . .	19
<b>Total cases pending in High Courts . . . . .</b>	<b>6,22,030</b>

\*Miscellaneous cases are not included.

**Statement II**

The following steps have been taken to speed up the disposal of cases:—

(i) A substantial number of vacancies in the High Courts have been filled up. Initiative has been taken by the Central Government to call for proposals from the State Authorities/Chief Justices and wherever required reminders have been issued to the concerned State Authorities/Chief Justices. During the period from 1st April, 1977 to 15th November, 1978 as many as 86 fresh appointments have been made.

(ii) The judge strength have also been increased since 1st April, 1977 in the High Courts in respect of which proposals were received. This increase has been made in the following High Courts from the dates the posts are filled up:

Name of the High Court	Increased by	
	Pmt.	Addl.
Allahabad		9
Madhya Pradesh		6
Karnataka		3
Himachal Pradesh		2
Patna		3
Rajasthan		1
Delhi		4
<b>TOTAL</b>	<b>1</b>	<b>28</b>
	<b>29</b>	

(iii) Letters have been addressed to the Bar Councils and Bar Associations of various States requesting them for cooperation and also for suggestions for speedy disposal of cases.

(iv) The Law Commission have been requested to suggest suitable measures to tackle the general problem of arrears. They are seized of the matter.

**Production and Import of Crude Oil**

323. SHRI S. R. DAMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the anticipated total production of crude oil in the country during the current year and its import from abroad;

(b) the quantum of crude and gas expected from Bombay High during the current year;

(c) what arrangements exist for the import of the balance quantity from the various countries and on what terms and conditions; and

(d) its pricing pattern?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) (i) During the current year the production of crude oil is expected to be about 12.68 million tonnes.

(ii) A quantity of approximately 15 million tonnes is expected to be imported during the current year.

(b) The quantum expected from Bombay High during current year is as under:

Crude	3.40 million tonnes
Associated gas	1.15 million cubic metres per day.

(c) and (d). The following import arrangements have been made for crude imports during 1978:

Iran	5.25	Million tonnes.
Iraq	3.275	Million tonnes.
UAE	1.0	Million tonnes.
Saudi Arabia	2.5	Million tonnes.
USSR	1.5	Million tonnes.
	<u>13.525</u>	Million tonnes.

Balance recruitments have been covered in terms of spot purchases from the market.

Disclosure of terms and conditions for import of crude oil and its price is not in commercial interest of Indian Oil Corporation.

### Shortage of Railway Tickets at Certain stations

324. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state;

(a) whether it has come to the notice of Government that there is a shortage of Railway tickets at certain stations on Pathankot—Joginder Nagar line; and

(b) if so, steps taken or proposed to be taken to meet the situation?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes, at Nagrota and Baijnath Paprola stations.

(b) Indents for printed card tickets have already been placed by the stations concerned and are being pursued. Meanwhile Blank Paper Tickets are being issued to the passengers, to avoid inconvenience.

### Trains running on Pathankot-Joginder Nagar Line

325. SHRI DURGA CHAND: Will the Minister of RAILWAYS be pleased to state:

(a) what are the details of the trains which are at present running on Pathankot-Joginder Nagar line;

(b) whether it is a fact that these trains are not running regularly on this line and if so, what are the dates during the last six months these trains were stopped on this line and the reasons therefor;

(c) whether any representations have been received in this regard; and

(d) by when the fourth train on this line will be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) One pair of trains between Pathankot and Joginder Nagar and 2 pairs of trains between Pathankot and Baijnath Paprola are running at present on this line.

(b) A statement is attached.

(c) Yes.

(d) Introduction of 4th pair of trains is not feasible due to non-availability of Narrow Gauge Diesel locomotives.

### Statement

*Details of trains cancelled on K. V. Railway during last six months, along with reasons therefor*

Train No.	Stations between which cancelled	Period of cancellation	Reasons for cancellation
1 PBJ	Pathankot-Kangra.	19-8-78 to 20-8-78	Due to breaches.
Do.	Pathankot-Kopar Lahar	21-8-78 to 27-8-78	Do.
2 PBJ	Guler-Kangra.	19-8-78 to 20-8-78	Do.
Do.	Kopar Lahar-Guler.	21-8-78 to 27-8-78	Do.
Do.	Kopar Lahar-Jawala Mukhi Road.	28-8-78	Do.

1	2	3	4
1 PB	Guler—Nagrota.	. 19-8-78	Due to breaches
Do.	Guler—Baijnath Paprola.	. 20-8-78 to 27-8-78.	Do.
Do.	Jawala Mukhi Road-Kopar Lahar	. 28-8-78	Do.
2 PB	Nagrota—Pathankot.	. 19-8-78	Do.
Do.	Baijnath Paprola-Pathankot.	. 20-8-78 to 28-8-78	Do.
3 PB	Guler—Barijnath Paprola.	. 19-8-78	Do.
Do.	Pathankot-Baijnath Paprola.	. 20-8-78 to 31-8-78	Do.
4 PB	Guler—Baijnath Paprola.	. 19-8-78	Do.
Do.	Pathankot—Baijnath Paprola.	. 20-8-78 to 31-8-78.	Do.
3 PB/4 PB	Pathankot-Baijnath Paprola.	. 1-9-78 to 26-9-78.	Due to night running temporarily restricted on K. V. Railway.
3 PB/4 PB	Pathankot-Baijnath Paprola.	. 3-10-78 to 27-10-78.	Due to track not fit for night working.

### Marketing of Cooking Gas at Dharamsala, Himachal Pradesh

326. SHRI DURGA CHAND: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Unstarred Question No. 370 on 18th July, 1978 regarding cooking gas facility in Himachal Pradesh and state:

(a) the progress so far made regarding introducing of marketing of LPG (Cooking Gas) at Dharamsala in Himachal Pradesh; and

(b) by when the marketing scheme will be introduced in that city?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) and (b). The distributorship for marketing of LPG (cooking gas) at Dharamsala, Himachal Pradesh, was re-advertised by the Indian Oil Corporation in local newspapers on 1st

August, 1978. Selection of the candidate for the dealership is expected to be done shortly. After issue of appointment letter, a candidate normally takes about 4 to 6 months for providing necessary godown/showroom facilities etc. for commissioning a distributorship. In the case of Dharamsala also, similar time is likely to be taken by the candidate appointed.

### भारतीय रेलवे में श्रेणी के पद

327. श्री हुकम चन्द कछावाय : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) भारतीय रेलवे में (चिकित्सा सेवा अधिकारियों को छोड़कर) श्रेणी 1 के पदों की संख्या कितनी है;

(ख) तत्सम्बन्धी ग्रेडवार, ब्यौरा क्या है; और

(ग) विभिन्न प्रेशों में ऐसे पदों की संख्या कितनी है जिन पर पदोन्नति के बाद श्रेणी 2 के अधिकारी लगाये गये हैं ?

रेल मंत्रालय में राज्य मंत्री (जी शिव नारायण)  
(क) और (ख) :

श्रेष्ठ	पर्यों की सं० (उत्पादन यूनितों और परियोज- नाओं को छोड़कर)
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महाप्रबन्धक श्रेष्ठ	10
वरिष्ठ प्रशासनिक श्रेष्ठ	303
मंडल प्रशासनिक	51
कनिष्ठ प्रशासनिक श्रेष्ठ	794
वरिष्ठ वेतनमान	16 36
कनिष्ठ वेतनमान	780

(ग) 504

### Electrification of Madras—Villupuram Railway Line

328. SHRI R. MOHANARANGAM:  
Will the Minister of RAILWAYS be  
pleased to state:

(a) whether it is proposed to in-  
troduce electrification of railway  
transport from Madras to Villupuram;

(b) if so, the particulars of the  
same and the time likely to be taken  
for implementation?

THE MINISTER OF STATE IN  
THE MINISTRY OF RAILWAYS  
(SHRI SHEO NARAIN): (a) and (b).  
Madras-Villupuram section is already  
electrified and railway transport is  
being run under electric traction on  
the section.

### Construction of underbridges/over- bridges between Madras beach and Tambaram

329. SHRI R. MOHANARANGAM:  
Will the Minister of RAILWAYS be  
pleased to state:

(a) whether Government are aware  
of the frustrating delays to the pub-

lic caused by the many railway  
crossings between Madras Beach and  
Tambaram;

(b) whether in view of the heavy  
traffic at these points, Government  
propose to construct underbridges or  
overbridges; and

(c) if so, the particulars of the  
plans and the time frame for im-  
plementation?

THE MINISTER OF STATE IN  
THE MINISTRY OF RAILWAYS  
(SHRI SHEO NARAIN): (a) Some  
detention of road traffic at level cross-  
ings inevitable, especially during the  
peak hours of traffic.

(b) Very busy level crossings are  
replaced gradually on a programmed  
basis by road over or under-bridges,  
on sharing of cost basis with the State  
Government/Road Authorities, de-  
pending upon the availability of funds.  
The State Government/Road Authority  
have to sponsor the proposals together  
with the undertaking to bear their  
share of cost of the work as per ex-  
tant rules.

(c) Proposals for the replacement of  
existing level crossings on Gengu  
Reddy Road between Madras Egmore  
and Chetpat Railway stations and on  
Nelson Manicka Mudaliar Road be-  
tween Chetpat and Nungambakkam  
Stations, are expected to be included  
in the Railways Works Programme  
for 1979-80, subject to the availability  
of funds and completion of necessary  
formalities/preliminaries by the State  
Government.

### Demand for a separate High Court for Andamans and Nicobar Islands

330. SHRI MANORANJAN BHAK-  
TA: Will the Minister of LAW, JUS-  
TICE AND COMPANY AFFAIRS be  
pleased to state:

(a) whether Government are aware  
of the growing demand for setting up



of a separate High Court for the Andamans and Nicobar Islands;

(b) whether any memoranda have also been received in this regard; and

(c) if so, reaction of the Government thereto and when a final decision is likely to be taken in this matter?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). No representation has been received demanding setting up of a separate High Court for the Andamans and Nicobar Islands. The Lawyers Association Andamans and Nicobar Islands have demanded that a single Judge of Calcutta High Court having writ jurisdiction should sit permanently at Port Blair. The matter is under consideration in consultation with the Chief Justice of Calcutta High Court.

#### **Demand of Bonus by Railwaymen**

331. SHRI CHITTA BASU:

SHRI JANESHWAR MISHRA:

SHRI SUBHASH CHANDER  
BOSE ALLURI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether Government have taken a final decision in regard to the demand of the Railwaymen for annual Bonus; and

(b) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). The question regarding payment of bonus to railway employees cannot be considered in isolation but in the context of Government's general approach to the problem of incomes, prices and wages including the bonus which is under consideration.

#### **Recommendations of Sachar Committee regarding Ban on Company Donations**

332. SHRI CHITTA BASU:

SHRI R. V. SWAMINATHAN:

SHRI VINODBHAI B. SHETH:

SHRI P. M. SAYEED:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Sachar Committee have made a strong recommendation to the effect that the total ban on the Company contributions to the political parties should not only continue but also the law should be amended as to make giving and taking of such contributions a punishable offence; and

(b) if so, the reaction of the Government thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Yes, Sir.

(b) This and the other various recommendations of the Committee are under consideration of Government and appropriate measures, including legislative amendments, as may be necessary, will be taken in due course.

#### **Take-over of Assam Oil Company**

333. SHRI CHITTA BASU:

SHRIMATI PARVATHI  
KRISHNAN:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have taken a final decision in regard to the proposal for the take-over of the Assam Oil Company; and

(b) if not, the reasons thereof?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) In accordance with the general Government policy to take over all the foreign oil companies by negotiated settlement, negotiations are being held with BOC for take-over of AOC, a subsidiary of BOC.

(b) An agreed settlement is still to be reached with the foreign oil company.

#### **Complaint against Phumbhra Agencies**

**334. SHRI PIUS TIRKEY:**

**SHRI SHYAM SUNDAR GUPTA:**

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Starred Question No. 36 on the 18th July, 1978 regarding appointment of M/s. Sew Narayan Khub Chand, Calcutta, as agent by Bharat Petroleum Corporation and state:

(a) whether Phumbhra Agencies is a business firm only on the papers;

(b) whether it is also a fact that Phumbhra Agencies have not done any business for the last 4 to 5 years;

(c) whether Government have received any complaints in this regard and if so, whether any action has since been taken by Government; and

(d) if not, the reasons thereof?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) and (b). M/s. Phumbhra Agencies were appointed as distributors for SBP at Calcutta by the Burmah Shell Group (a foreign oil company) much before its takeover by the Government on 24-1-76 and they had stopped operation of their SBP depot from around April, 1974 due to labour problems and their case is pending in High Court. Since April, 1974 they have not uplifted SBP.

(c) No specific complaints in this regard appear to have been received by the Government in the recent past.

(d) Does not arise.

#### **Offtake of Phumbhra Agencies (Burmah Shell Distributors)**

**335. SHRI PIUS TIRKEY:**

**SHRI SHYAM SUNDAR GUPTA:**

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Starred Question No. 36 on the 18th July, 1978 regarding the appointment of Sewnarayan Khubchand, Calcutta as agent by Bharat Petroleum Corporation and state:

(a) what is the offtake of Phumbhra Agents (Burmah Shell distributors) of solvent oil (S.B.P. Spirit 55/115) during the last three years, year-wise in quantity; and

(b) if the offtake is nil, why Government is not rescinding their appointment as distributor and the reasons behind it?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) M/s. Phumbhra Agents have not uplifted any S. B. P. 55/115 during the last three years.

(b) This is a commercial matter and it is for Bharat Petroleum Corporation to take appropriate action in respect of their distributors.

#### **Price Approvals for Formulations granted to M/s. Glaxo**

**336. SHRI SARAT KAR:** Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) details of price approvals granted and refused to M/s. Glaxo for different formulations during the last three years;

(b) products marketed by this company during the last three years;

(c) whether it is a fact that this company has indulged in a number of irregularities; and

(d) if so, the details thereof and action being taken against them?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) A statement showing price approvals granted and refused for new formulations/new packs to M/s. Glaxo Laboratories (India) Ltd. is attached.

(b) M/s. (Glaxo Laboratories manufacture and market a large range of formulations. The major product groups marketed by the company during the last three years include Vitamin preparation, Analgesics, Antibiotics Corticosteroids and hormones, Calcium Preparations, Cough Syrup etc.

(c) and (d). In May, 1977, a memorandum was received from Glaxo Employees Union alleging *inter alia* that the company was producing several drugs without industrial licence and is charging high prices. No

instance of this company producing any drug without I (D&R) Act Licence/ approval has come to the notice of the Government. As regards charging high prices the following three products were specifically mentioned in the memorandum:

(i) Betnelan tablets.

(ii) Betnesol tablets.

(iii) Marcraberin Forte Ampoules.

In respect of Betnelan tablets it was observed that though Government had fixed the price of the bulk during Beta-methasone Alcohol B. P. at Rs. 134.28 per gram, the company was basing the price of this on the pro-revised price of the bulk drug. The needed reduction in the price of Betnelan, one of these formulations, has been made. The company have, however, submitted and Review Petition against this reduction in terms of paragraph 24 of the Drugs (Prices Control) Order, 1970. Till the Review Petition is disposed of, implementation of the order reducing the price of these tablets has been held in abeyance. Cost data in respect of Betnesol tablets and Marcraberin Forte Ampoules are under examination.

**Statement**

*Price Approvals Granted/Refused for new packs/New Products During the year 1975, 1976, 1977 in Respect of Glaxo Laboratories (India) Ltd.*

**PRICE APPROVALS GRANTED**

1. Halmaoid Liquid (Veterinary)
2. Prepalin Forte Inj. (Veterinary)
3. Livogaen H. B. (200 ml.)
4. Ostocalcium tablets.
5. Vibelan Forte with Vitamin 'C' Capsules.
6. Osto Calcium B-12 Syrup (Veterinary)
7. Osto Calcium B-12 Syrup
8. Mybacin Skin Ointment (Veterinary)
9. Complex-B Glaxo Injection (Veterinary)
10. Helmaoid Liquid (Veterinary) . . . . .
11. Complex-B Glaxo Injection (Veterinary)
12. Derobin H. C. Ointment
13. Almacarb Tablets. . . . .
14. Adsorbed Diphtheria & Tetanus Vaccine
15. Beta Derobin Ointment
16. Viberan Injection (Veterinary)

**PRICE APPROVALS REFUSED**

1. Vitneurin Capsules.
2. Bynin Amara Liquid.
3. Oclin Syrup

### **Release of Canalised Raw Materials to M/s. Abbot and Indian Schering**

**337. SHRI SARAT KAR:** Will the Minister of PETROLEUM, CHEMICALS and FERTILIZERS be pleased to state:

(a) whether it is a fact that release of canalised raw materials were stopped beyond the licensed capacity in the case of M/s. Abbot and Indian Schering;

(b) whether it is also a fact that discrimination has been exercised in granting COB licence to Abbot vis-à-vis Cadila and if so, the salient features of the same; and

(c) in how many cases like that of Abbot and Indian Schering instructions to stop release of canalised raw materials have not been issued; whether all these discriminations are not against the declared policy of Government?

### **THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) M/s. Abbot is a 100 per cent foreign company engaged in the manufacture of drug formulations only. In 1971 they were granted a c.o.b. licence subject, *inter-alia*, to a condition that they would establish manufacture of bulk drugs in the country. As they did not take concrete steps to implement this condition and instead were found to be indulging in excess production beyond licensed capacities of their formulations, action was taken to restrict their supplies of canalised bulk drugs upto their entitlement for individual bulk drugs as per licensed capacities.

In the case of M/s. Indian Schering Ltd. it was found in 1977, as part of examination of their FERA application that they were carrying on their manufacturing activities on the basis of an industrial licence of doubtful validity. The matter was examined in consultation with other concerned organisations and action was taken

in July, 1977, to stop release of canalised raw materials to them and CCI&E was also advised not to allow import of other non-canalised raw materials to them.

(b) No, Sir.

(c) Action taken to regulate supply of canalised bulk drugs to certain companies during the last three years has already been indicated in reply to Lok Sabha Un. Q. No. 9747 answered on 9-5-78. Therefore, instructions regarding stoppage of canalised raw materials have been issued to the canalised agencies in regard to M/s. Alkali and Chemical Corporation of India Ltd., a foreign company, who were found to be manufacturing drug formulations purely on loan licence basis without having obtained an industrial licence under the IDR Act, 1951. Similar action has been taken in regard to the release of Gentamycin Sulphate, which is a canalised item, to Fulford which is a foreign company. As and when cases of infraction come to the notice of the Government, suitable action, including the stoppage of release of canalised raw materials, is taken against the concerned company, if considered necessary. The question of exercising discrimination against the companies, referred to in the Question, does not arise.

### **Modernisation of Engineering Workshop at Arakkonam**

**338. SHRI O. V. ALAGESAN:** Will the Minister of RAILWAYS be pleased to state:

(a) the total cost of modernisation of the Engineering Workshops at Arakkonam on the Southern Railway for replacement of old machinery by new one etc.;

(b) the amount actually spent in 1977-78 and amount proposed to be spent in 1978-79;

(c) is there any scheme for diversification in the above workshop to

gainfully employ the present labour and also to provide more employment opportunities?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Total cost of replacement of old machinery of the Engineering workshop at Arakkonam is estimated to be Rs. 83.00 lakhs approximately.

(b) Rs. 4.25 lakhs were spent in 1977-78 and Rs. 21.00 lakhs have been provided in the Railway budget for 1978-79.

(c) Present capacity of the workshop is fully utilised. There is however, no proposal for further expansion/diversification.

#### Widening of Sub-way near Arakkonam Railway Station

339. SHRI O. V. ALAGESAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any representations have been received for widening of the sub-way near Arakkonam Railway Station on the Southern Railway; and

(b) if so, will a decision be taken soon in the matter as it has been pending for a long time?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) According to the extant rules, proposal for widening of the sub-way is required to be sponsored by the State Government/Local authority together with an undertaking to bear the entire cost of the work as the need for widening the sub-way has arisen due to increase in the road traffic. No such proposal has so far been received either from the Government of Tamil Nadu or the Municipality of Arakkonam. Further action in this

regard can be taken only when the proposal is sponsored by them together with the undertaking to bear the entire cost of the work.

जयन्त विटामिन्स, रतलाम द्वारा विटामिन "सी" का उत्पादन

340. डा० लक्ष्मी नारायण पाण्डेय : क्या पैटोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :—

(क) जयन्त विटामिन्स रतलाम, मध्य प्रदेश, प्रतिवर्ष कितनी मात्रा में विटामिन "सी" का उत्पादन करती है;

(ख) क्या इस फर्म ने अपनी उत्पादन क्षमता बढ़ाने के लिए प्रस्ताव पेश किए हैं, और

(ग) यदि हां, तो देश में विटामिन "सी" की आवश्यकता कितनी है तथा इसके उत्पादन में लगे सभी एककों से इस का कुल कितना उत्पादन होता है तथा इसकी कमी को दूर करने के लिए क्या कदम उठाए गए हैं।

पैटोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती नन्दन बहुगुणा) : (क) और (ख) मैसर्स जयन्त विटामिन ने, जिन्हें नवम्बर 1976 में प्रतिवर्ष विटामिन सी का 125 मी० टन से 500 मी० टन तक उत्पादन का विस्तार करने के लिए औद्योगिक लाइसेंस दिया गया था, वर्ष 1977-78 में विटामिन सी का 279.01 मी० टन की मात्रा तक उत्पादन किया है।

अभी इस पार्टी का विटामिन सी की 500 मी० टन प्रतिवर्ष से अधिक अपनी उत्पादन क्षमता को बढ़ाने के लिए कोई प्रस्ताव नहीं है।

(ग) योजना आयोग द्वारा गठित औषध और भोजन पर कार्यकारी दल ने विटामिन "सी" की वार्षिक आवश्यकता का 1978-79 तथा 1982-83 के अन्त तक क्रमशः 770 मी० टन तथा 1600 मी० टन तक अनुमान लगाया है। देश में 1977-78 के दौरान विटामिन सी का उत्पादन 642.78 मी० टन था। अनुमानित आवश्यकता को पूरा करने के लिए विटामिन सी के निर्माण के लिए गत अवधि में औद्योगिक लाइसेंस/आवश्यकता जिसके अन्तर्गत कुल 1380 मी० टन की क्षमता शामिल है, जारी किए गए थे और इस मद के निर्माण के लिए अन्य प्रस्ताव सरकार के विचाराधीन हैं।

### **Grant of Expansion Licence to M/s. Pfizer**

341. SHRI G. M. BANATWALLA : Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether M/s. Pfizer Limited were granted expansion licence for Tetracycline/Oxytetracycline subject to the condition that certain portion of production will be exported;

(b) if so, when this licence was granted;

(c) the terms on which the licence was granted; and

(d) whether the company has violated the terms of licence and if so, whether any action has since been taken and if so, with what result?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) to (d). The information asked for by the Honourable Member has already been furnished in reply to Lok Sabha Unstarred Question No. 4911 answered on 29-8-1978.

### **Mathura Refinery**

342. SHRI C. K. CHANDRAPPA: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are having a second thought on the Mathura Refinery; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) No, Sir.

(b) Does not arise.

### **Exploratory Experiments for Oil Underneath Calcutta by ONGC**

343. SHRI C. K. CHANDRAPPA: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Oil and Natural Gas Commission has a proposal under consideration to start a series of exploratory experiments to find out the oil possibilities underneath Calcutta city; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM, AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) Yes, Sir.

(b) The ONGC plans to carry out precision gravity surveys in the city of Calcutta and its adjacent industrial area during 1978-79 field season. It is also proposed to carry out seismic surveys in the area subsequently.

### **Bhagwati Committee Report on Juridicare**

344. SHRI EDUARDO FALEIRO: SHRI RAJ KESHAR SINGH:

Will the Minister of LAW, JUSTICE and COMPANY AFFAIRS be pleased to state:

(a) what are the reasons for delay in implementing the Bhagwati Committee Report on Juridicare; and

(b) what steps have Government taken or propose to take to provide comprehensive legal aid to the poorer and weaker sections of our society?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) The Bhagwati Committee Report on Juridicare is very voluminous. Having regard to the far-reaching implications of the recommendations contained in the Report, an inter-departmental Committee constituted by Government is examining it in detail.

(b) The appropriate steps to provide comprehensive legal aid to the poorer and weaker sections of the society will be decided by Government after the inter-departmental Committee concludes its work.

### Proposals for Electoral Reforms

345. SHRI EDUARDO FALEIRO:

SHRI P. K. KODIYAN:

SHRI A. R. BADRINARAYAN:

SHRI P. M. SAYEED:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether there are several proposals for electoral reforms under consideration of Government;

(b) if so, what is the nature of these proposals; and

(c) what are the reasons for delay in taking a decision on the same?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). Various proposals for electoral reforms are under Government's consideration. Some of the important proposals relate to subjects like maintenance of electoral rolls up-to-date, avoidance of misuse of official authority and machinery at elections, removal of corrupt practices and money powers, at elections, reduction of election expenses, quick disposal of election petitions, reduction of voting age from 21 years to 18 years, adoption of proportional representation or a variant thereof, in place of the existing system of elections, for election to Lok Sabha and State Legislative Assemblies, financing of election expenses of candidates by the State, etc.

As the proposals require deep study and careful consideration, some time will be taken to arrive at decisions thereon.

### Proposal to launch Oil Seed Development Project of National Dairy Development Board

346. SHRI DHARAMVIR VASISHT: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it is a fact that the Law Ministry have opposed the National Dairy Development Board's proposal to launch an oil seed development project with U. S. participation; and

(b) if so, for what reasons?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) No, Sir.

(b) Does not arise.

### Electrification of Railway Line in Kerala

347. SHRI P. K. KODIYAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether any decision has been taken on the demand of the Kerala Government for the electrification of Railway line in Kerala;

(b) if so, the details thereof; and

(c) if not what is the present stage of the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) The traffic density on the railway sections falling in the Kerala State, as projected in 1988-89, falls far short of the traffic densities considered essential for electrification. As such, it has been decided not to take up electrification of Erode-Ernakulam-Trivandrum section for the present.

(c) Does not arise.



**Representations Seeking Extension of  
Howrah-Rourkela Express to  
Titlagarh**

348. SHRI AINTHU SAHOO :

SHRI GANANATH PRADHAN:

Will the Minister of RILWAYS be pleased to state:

(a) whether it is a fact that the people of Western Districts of Orissa including the merchant associations of different areas have made a massive representation to the Central Government to extend the Howrah-Rourkela Express train upto Titlagarh in the South Eastern Railway; and

(b) if so, what steps have been taken by Government to consider the demands of the people of that area?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) Extension of 5/6 Howrah-Rourkela Express to and from Titlagarh is operationally not feasible due to inadequate terminal facilities at Titlagarh.

**Request by All India Plastics Manufacturers Association for Duty Reduction in Polystyrene**

349. SHRI M. RAM GOPAL REDDY: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the All India Plastics Manufacturers Association has urged the Centre for duty reduction in Polystyrene; and

(b) if so, Government's reaction thereon?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). Request from the All India Plastics Manufacturers Association and others for reduction of cus-

toms duty on polystyrene were examined earlier and it was felt that there was no need for such a reduction.

However, a fresh representation in this regard received from the Small Scale Plastic Manufacturers' Association is under examination.

**Varanasi Diesel Loco Works Target**

350. SHRI M. RAM GOPAL REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Diesel Loco Works at Varanasi will not be able to achieve the target of production of locos fixed for 1978-79; and

(b) if so, what are the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) The shortfall in the production of Diesel Locos at Diesel Loco Works during 1978-79 is due to shortfall in supply of 'Electrical Equipment' by Bharat Heavy Electricals Ltd., Bhopal.

**Loco Production**

351. SHRI M. RAM GOPAL REDDY:

SHRI VASANT SATHE:

SHRI JANARDHANA POOJARY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that a dispute between BhEL and Railways has adversely affected the past and current loco production; and

(b) if so, the details of the dispute and steps taken to resolve it and the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) and (b). There



is no dispute between Railways and BHEL. However, the inadequacy of capacity at BHEL has affected the past and current loco production.

The question of expansion of capacity at BHEL is under examination of the Ministry of Heavy Industry and discussions are going on between the Ministry of Railways and Ministry of Heavy Industry regarding expansion of capacity and the modality of fixation of prices.

#### **News Item Regarding Train Accident Near Pune**

352. SHRI RAJKESHAR SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether his attention has been drawn to a news item entitled "Nine Killed in Train Accident Near Pune" published in the "Statesman" dated 12th October, 1978;

(b) if so, the cause of the accident compensation paid to the families of the deceased; and

(c) the remedial steps taken to prevent such accident in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) The Additional Commissioner of Railway Safety, Bangalore, has held his statutory inquiry into this accident. According to his provisional finding, the accident was due to failure of railway staff.

An ex-gratia payment of Rs. 22,370 has been made to the victims of this accident or their dependents. Claims for compensation have not so far been received. Claimants can lodge their claims with the Ex-officio Claims Commissioner within a period of 3 months from the date of occurrence of the accident. The payment of the compensation will be arranged expeditiously by the Railway Administration

to the claimants on the basis of the verdict of the Court.

(c) Since human failure is the largest single factor responsible for accidents, Safety Organisations on the Railways have been engaged in a relentless campaign to create greater safety consciousness amongst the staff connected with the running of trains and to ensure that staff do not violate rules or indulge in short-cut methods that may lead to accidents. In order to reduce dependence on human element, various sophisticated aids like ultra-sonic flaw detectors for wheels, axles and rails, track circuiting, axle counters, automatic warning system, etc. are being introduced progressively. It has been decided to complete track-circuiting of run-through lines at all the stations on trunk routes by 1981. In addition, track-circuiting of 100 vulnerable stations from fouling mark to Advanced Starter will be completed by 30-9-1979.

#### **Closure of Alibag Observatory**

353. SHRI RAJKESHAR SINGH: Will the Minister of PETROLEUM AND CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether his attention has been drawn to the news-item entitled "Great loss of Alibag Observatory is closed" (Blitz dated the 28th October, 1978); and

(b) if so, reaction of Government thereto?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Yes, Sir.

(b) To determine the possible adverse effects of locating a fertilizer plant at Thal Vai-Shet on the working of the Alibag Magnetic Observatory, experiments were carried out jointly by Rashtriya Chemicals and Fertilizers Ltd. and the authorities of the observatory. The report prepared

by the Indian Institute of Geomagnetism after conducting the experiments concluded that if the fertilizer plant is located beyond 5 kms from the Alibag Observatory and if existing restrictions imposed by the State Government are enforced, it is not likely to vitiate the recordings at the Alibag Observatory.

ललितपुर से सिंगरीली तक को रेल लाइन

354. श्री यमुना प्रसाद शास्त्री : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या खजुराहो, मन्ना और रोवा होकर ललितपुर से सिंगरीली तक की रेल लाइन बिछाने के लिये दस बीघे सर्वेक्षण कर लिया गया है और यदि हाँ, तो उन स्थानों के नाम क्या हैं जहाँ सर्वेक्षण कार्य के लिये कार्यालय खोले गये हैं तथा इस प्रयोजन के लिये किन्ने व्यक्ति लगाये हैं : और

(ख) क्या सर्वेक्षण 31 मार्च, 1979 तक पूरा हो जायेगा ?

रेल मंत्रालय में राज्य मंत्री (श्री सिधु नारायण)

(क) और (ख) जी हाँ, कार्यकारी इंजीनियर का सर्वेक्षण कार्यालय खजुराहो में स्थापित किया गया है। पाँच सर्वेक्षण कर्मचारियों के एक सर्वेक्षण बल ने जाँची गतिवधि किया गया है। मन्ना से काम करना शुरू भी कर दिया है, और अधिक मन्ना में सर्वेक्षण कर्मचारी शीघ्र ही तैनात कर दिये जायेंगे। संरक्षण-कार्य का पूरा करने में लगभग दो वर्ष लग जायेंगे। सारे संरक्षण के साथ-साथ सर्वेक्षण-दलों के शीघ्र स्थापित किये जायेंगे जिनके मुखिया सहायक इंजीनियर होंगे।

# Setting up of Phytochemical Unit in Himachal Pradesh

355. SHRI DURGA CHAND: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to refer to the reply given to Unstarred Question No. 1248, dated 25th July, 1978 regarding setting up of Phytochemical unit in Himachal Pradesh and state:

(a) whether the IDPL has finalised with the Government of Himachal

Pradesh the details in regard to the setting up of a Phytochemical Unit in the joint sector in that State;

(b) if so, the details thereof; and

(c) when the unit is likely to be set up in the State?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). No, Sir.

(c) The likely schedule will be determined when the details are finalised by IDPL with the State Government.

# Persons on Deputation or on Ad Hoc Basis in Railway Board

356. SHRI NAWAB SINGH CHAUHAN: Will the Minister of RAILWAYS be pleased to state:

(a) the number of persons still working on ad hoc basis or on deputation in the Railway Board;

(b) their names and designations and the reasons for not regularising them, so far;

(c) whether the present Government's policy in regard to deputation or ad hoc appointments differs from that of the previous Government or is similar thereto; and

(d) whether such appointments are necessary for having efficient administration?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) and (b). On the assumption that the information solicited is in respect of officers only, relevant information has been compiled and two statements indicating (i) particulars of officers (non-railway officers) who have come on deputation to the Railway Board and (ii) those who have been appointed on ad hoc basis

to gazetted posts for lack of approved recruitment rules and regular selection thereafter are laid on the Table of the House. [Placed in Library, See No. LT-2781/78]. So far as appointments to deputation posts are concerned, they are on a tenure basis and the appointments are made following the prescribed procedure.

As regards appointments on ad hoc basis, the delay in regularisation is due to the time taken for formulating and finalising the recruitment rules with reference to each post in consultation with the Union Public Service Commission.

(c) The appointment of officers on deputation or ad hoc basis is made in accordance with the extant rules/regulations, in consultation with the Union Public Service Commission.

(d) Officers have been drafted on deputation to fill such posts in Security and Economic Cell etc. for which they are specially qualified. Ad hoc appointments only serve to tide over the interim period for carrying on the work in public interest until regular appointments are made.

**खुर्जा सिटी स्टेशन को लवाई-उतराई स्टेशन घोषित किया जाना**

357. श्री नबाब सिंह जीहान क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उत्तर प्रदेश के बुलन्दशहर जिले में खुर्जा में, जो चीनी के बर्तन (क्राकरी) बनाने के लिये एक महत्वपूर्ण केन्द्र है जहाँ कोयले की अत्यधिक आवश्यकता है ;

(ख) क्या खुर्जा सिटी स्टेशन को लवाई-उतराई स्टेशन नहीं बनाया गया है और माल डिब्बे बुलन्दशहर स्टेशन पर छोड़े किये जाते हैं और खुर्जा शहर में कोयला वहाँ से डो कर लाया जाता है ;

(ग) क्या सरकार का विचार माल डिब्बे खुर्जा सिटी स्टेशन पर छोड़े करने और इस स्टेशन को लवाई-उतराई स्टेशन बनाने का है ; और

3010 LS—9.

(घ) यदि हाँ, तो कब तक और यदि नहीं, तो इसके क्या कारण हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री सिधू नारायण) :  
(क) से (घ) . खुर्जा में क्राकरी निर्माण युक्तियों तथा अन्य कारखानों के लिए, कोयला यातायात की वर्तमान मात्ता से, खुर्जा सिटी स्टेशन पर कोल रेल सम्वहलाई सुविधा प्रदान करने का प्रोचित नहीं बनता । माल डिब्बों की सम्वहलाई छुट-पुट आधार पर की जा रही है ।

### Conversion of Ratlam-Ajmer and Udaipur Chittor Lines

358. SHRI S. S. SOMANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether Union Government have received any representation from the Government of Rajasthan regarding conversion of metre gauge railway lines between Ratlam-Ajmer and Udaipur Chittor into broad gauge lines; and

(b) if so, the reaction of Union Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Yes.

(b) Gauge conversion of Ratlam-Ajmer and Udaipur-Chittorgarh lines can be considered only after the completion of gauge conversion of Delhi-Ahmedabad line which has been sanctioned but not taken up so far on account of shortage of resources. It has, however, been decided to develop additional capacity on Ratlam-Ajmer and Udaipur-Chittorgarh sections to meet the requirements of traffic.

**चीनी से प्रोषधि बनाना**

359. श्री राजसेवक हजारी : क्या वैदोलिबन, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :—

(क) क्या चीनी से प्रोषधि बनाने की दिशा में कोई उपाय किये जा रहे हैं ;

(ख) क्या इस दिशा में कुछ देशों ने कोई प्रगति की है, और

(ग) यदि हां, तो इस दिशा में सरकार ने क्या कार्यवाही की है।

श्री गोलिचक तथा रत्नमन और उर्बरक मंत्री (श्री हेमवती मन्थन बहुमुखी): (क) से (ग) तक बीचों तथा फार्मलनों दोनों के निर्माण के लिए चीनी का प्रयोग किया जाता है। जहाँ तक बल्क बीचों का सम्बन्ध है इसका प्रयोग मुख्यतः पैनीसोलीन जैसे एन्टीबायोटिक, फेमेंटेसन के लिए कार्बोहाइड्रेट के रूप में टेद्रासाइक्लीन का उत्पादन किया जाता है। चिकित्सीय फार्म-लेनों के सम्बन्ध में, इसका मुख्यतः प्रयोग सिरप और इलिकसधर के निर्माण तथा गोतियों पर लेप करने के लिए प्रयोग में लाया जाता है।

रेलगाड़ियों में चोरी की घटनाओं को रोकने के लिए किये गये उपायों पर राणों के मुख्य मंत्रियों के विचार

360. श्री राम सेवक हजारी : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या राणों के मुख्य मंत्रियों ने रेल-गाड़ियों में चोरी की घटनाओं को रोकने के मामले में केन्द्र को सहायता देने से इन्कार कर दिया है और यह मांग की है कि केन्द्र को जी० आर०पी० पर ध्यान को बहाना करना चाहिए ;

(ख) यदि हां, तो इस बारे में सरकार की प्रतिक्रिया क्या है ; और

(ग) रेलगाड़ियों में सुरक्षा सुनिश्चित करने के लिए क्या कार्यवाही की जा रही है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण): (क) जी नहीं।

(ख) प्रश्न नहीं उठता।

(ग) यात्रियों को जान-माल की सुरक्षा की जिम्मेदारी राजकीय रेलवे पुलिस की है जो राज्य सरकारों के प्रशासनिक और अनुशासनिक नियंत्रण में कार्य करती है। रेलवे सुरक्षा दल को रेल सम्पत्ति को गैर कानूनी तौर पर रखने के सम्बन्ध में केवल निवारक और मुद्दा लगाने के अधिकार प्राप्त हैं।

प्र. उत्तर-दक्षिण की आर. आर. आर. गाड़ियों में हुई लूटपाट और डकैती की घटनाओं के सम्बन्ध में 16-6-78 को रेल मंत्रालय और गृह मंत्रालय के अधिकारियों की एक उच्चस्तरीय बैठक हुई थी जिसमें कुछ ठोस निर्णय लिये गये थे जैसे गाड़ी के मध्य में चलने वाले पुलिस प्रारक्षियों को सूचना देने की तात्कालिक व्यवस्था हो, गाड़ी और प्रारक्षकों के पास व्यक्तिगत रूप से हथियारों तथा पुलिस संरक्षण बढ़ाने के लिए प्रभावित राणों के साथ निकट सम्पर्क रखा जाये।

क्षेत्रीय रेलों ने रात्रि 10.00 बजे से प्रातः 6.00 बजे के बीच गलियारों के दरवाजों को ताला लगाने के बारे में दिये गये अनुदेशों का कड़ाई से पालन सुनिश्चित करने के लिए एक अभियान चलाया था। इसके अतिरिक्त, रात के समय चाल टिकट परीक्षक और डिब्बा परिचर सतर्क रहते हैं और घुनपैठ करने वालों, की बालों और अनधिकृत व्यक्तियों को डिब्बों में घुसने से रोकते हैं।

राज्य सरकारों के अधीन काम करने वाली राजकीय रेलवे पुलिस ने भी अपने निवारक उपायों को तेज कर दिया है।

रेल मंत्री ने सम्बन्धित राणों के मुख्य मंत्रियों का ध्यान इस ओर दिलाया था और उनसे चलती गाड़ियों में होने वाले अपराधों की रोकथाम करने के लिए सुदृढ़ उपाय करने का अनुरोध किया था। इस सम्बन्ध में मुख्य मंत्रियों की प्रतिक्रिया उत्साहवर्धक रही है।

मुख्य मंत्रियों के हाल में हुए सम्मेलन में यात्रियों के जान-माल की रक्षा से सम्बन्धित अपराध की समस्याओं के बारे में विचार-विमर्श किया गया था।

यद्यपि रेलवे सुरक्षा दल का सम्बन्ध रेलों की दुलाई के लिए सौं गये माल और रेल सम्पत्ति की सुरक्षा से है, तथापि यात्री जनता में विश्वास की भावना पैदा करने तथा गाड़ियों में चलने वाले अपराधियों को दूर रखने के लिए समूची भारतीय रेलों के भेद्य खंडों पर गाड़ियों के साथ प्रारक्षी के रूप में चलने के लिए रेलवे सुरक्षा दल के 2000 सशस्त्र कर्मचारी तैनात किये गये हैं।

बाड़ों एवं कोयले की कमी के कारण गाड़ियां रद्द किया जाना

361. श्री राम सेवक हजारी :

श्री जनेश्वर मिश्र :

श्री राजेन्द्र कुमार शर्मा :

पं० श्री० एन० तिवारी :

श्री जगदीश प्रसाद माधुर :

श्री संजय लाल सिंह :

श्री एस० आर० बामाजी :

क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) इस वर्ष बाड़ों एवं कोयले की कमी के कारण कितनी गाड़ियां रद्द की गई ;

(ख) उसकी परिणामस्वरूप रेलवे की कितनी क्षति हुई ; और

(क) बाइको के क्वॉटन अलिमिन्स हुई, रेल सम्पत्ति की महत्त्व पर रेलवे को कितना व्यय करना पड़ा ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण):  
(क) से (ग) ... सूचना इकट्ठी की जा रही है और सभा-पटल पर रख दी जायेगी।

स्टीम इंजनों के स्थान पर विद्युत/डीजल इंजनों का प्रयोग

362. श्री राम लेखक हुजारी : क्या रेल मंत्री यह बताने को कृपा करेंगे कि :

(क) क्या स्टीम इंजनों के स्थान पर विद्युत भयवा डीजल इंजनों का प्रयोग करने का प्रस्ताव है ;

(ख) यदि हां, तो किन-किन डिब्बों में ऐसा करने का प्रस्ताव है ; और

(ग) क्या इस बारे में कोई समयबद्ध योजना तैयार की गई है ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण):  
(क) जी हां।

(ख) भारतीय रेलों के सभी मंडलों पर।

(ग) जी हां।

#### Irregularities committed by M/s. Alkali and Chemicals Corporation

363. SHRI S. S. DAS: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) nature of irregularities under Price Control Order committed by Messrs. Alkali and Chemical Corporation;

(b) details of the irregularities; and

(c) action proposed to be taken?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):  
(a) to (c). M/s. Alkali and Chemical Corporation, of India Ltd. declared a price of Rs. 11,878 per tonne for Phenothiazine Fine (a bulk drug used for veterinary purposes) on 11th June, 1971 under the provisions of the Drugs

(Prices Control) Order, 1970. On 11th October 1971 they sought Government approval for increasing the price of the bulk drug to Rs. 14,359 per tonne; and seem to have thereafter effectuated the increase before receiving such approval. Similarly, they sought Government's approval on 7th November, 1974, for a further increase in the price of the bulk drug to Rs. 25,848 per tonne and effected the increase before receiving the needed approval. No action, however, seems possible against the Company in this regard, since Government have approved increases in prices of veterinary formulations based on this bulk drug, firstly on 29th November, 1973 and then on 7th February, 1978 and these increases were based on the escalated prices of the bulk drugs.

#### Release of canalised Raw Materials stopped and restored

364. SHRI S. S. DAS: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) in how many cases the release of canalised raw materials was stopped and then restored during the last two years;

(b) basis on which the releases were stopped and restored; and

(c) whether any consistent policy has been evolved in view of the fact that on the one hand it causes hardships to the units and on the other too much is left to the whims and fancies of the concerned officers?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c). During the last 2 years only in one case the release of canalised raw materials was stopped and then restored.

In the case of M/s. Tamil Nadu Dadha Pharmaceuticals Ltd., the CPC sought some clarifications about the

entitlement of this party for canalised raw materials based on different industrial approvals held by them. For giving necessary advice to the CPC some additional information had to be called for from the party. Pending receipt and examination of this information the CPC were advised to hold releases of canalised raw materials in favour of this firm in abeyance. As soon as the position was clear, necessary instructions were issued to CPC to release the relevant bulk drugs to this company.

While the Department of Chemicals and Fertilizers issues from time to time, general guidelines which have to be observed by the canalising agencies in regard to the release of canalised raw materials in the case of M/s. Tamil Nadu Dadha Pharmaceuticals Ltd., the temporary step indicated above become necessary since a doubt arose about their entitlement of canalised raw materials.

#### Canalisation of Bulk Drugs

365. SHRI S. S. DAS: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) detailed history of canalisation of each bulk drug;

(b) whether decanalisation will bring down prices; and

(c) if not, how?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) The scheme of canalisation of both bulk drugs/drug intermediates was introduced in 1970-71. A statement showing various items canalised for import through STC/CPC from 1970-71 onwards indicating the year of canalisation of import in respect of each drug is attached. All these items continued in the canalised list upto end of 1977-78.

In the year 1978-79 the import of following bulk drugs/drug intermediates has been decanalised:—

1. Calcium/Sodium Pantothenate
2. Prenylamine Lactate
3. Tartaric Acid
4. Cresylic Acid
5. Vit. B6
6. Iodine
7. Oxyphenylbutazone
8. Frusemide
9. Prednisolone
10. Panthenols
11. Citric Acid
12. Vit. A and its esters
13. Griseofulvin
14. Sulphamethoxypyridazine
15. L-Base
16. Analgin
17. Nitrofurantoin
18. Nitrofurazone
19. Furazolidone
20. Phthayl Sulphathiazole
21. Phenobarbitone and its salts
22. Sulphadimidine
23. Sulphaguanidine
24. Riboflavin-5-Phosphate Sodium
25. Folic Acid
26. Oxytetracycline, its salts and derivatives
27. Sulphathiazole
28. Sulphadiazine

(b) and (c) One impact of canalisation is disclosed by the fact that, when Gentamycin was canalised during 1977-78, it was possible to bring down the price of this bulk drug from Rs. 45,000/kg. (cif), which was the highest price returned by an importer previously, to approximately Rs. 18,000/kg. (cif). Similarly, on canalisation it was possible to bring down the price of Doxycycline also from about Rs. 3,000/-kg. (cif), to Rs. 1500/kg (cif). Decanalisation

might deprive the consumer at large of such price benefits.

Another effect of canalisation can be seen from the fact that it has been possible to hold the pooled prices of anti-TB (Streptomycin) and anti-malarial (Chloroquin Phosphate) which are required predominantly by the poorer section of society, unchanged despite increases in international prices. CPC have estimated

subsidy on account of Streptomycin Sulphate during 1978-79 at Rs. 1.83 crores and subsidy on account of Chloroquin Phosphate at Rs. 2 crores. Only through the instrument of pooled prices can such heavy subsidies be sustained, by some loading on those canalised bulk drugs which are required predominantly by the better-off section of the society. Decanalisation would not make it possible to operate such a price-related system.

#### Statement

S. No.	Name of the item	Year of canalisation of imports
1	2	3
1.	Cresylic acid/cresylic acid BP/Cresols ortho/Para/Nitro/Meta (both medical and tech. grades)	1970-71
2.	Citric Acid	1971-72
3.	Folic Acid	1970-71
4.	Iodine	1970-71
5.	Vitamin B1	1970-71
6.	Vitamin B2 & Vitamin B2-5-Phosphate Sodium	1970-71
7.	Amidopyrine	1970-71
8.	Analgin	1970-71
9.	Ampicillin trihydrate/Anhydrous/sodium	1972-74
10.	Chloramphenicol powder, Chloramphenicol sodium succinate.	1970-71
11.	Caffeine and its salts	1977-78
12.	Chloroquine and its salts	1972-73
13.	Calcium/Sodium Pentothenes	1973-74
14.	Doxycycline	1977-78
15.	Erythromycin (Base), Erythromycin estolate, Erythromycin stearate and Erythromycin ethyl succinate	1971-72
16.	Frusemide (Furosemide)	1973-74
17.	Furazolidone	1977-78
18.	Gentamycin	1977-78
19.	Griseofulvin	1977-78
20.	Indomethacin	1973-74
21.	Methyl Dopa	1973-74

22 Metronidazole . . . . .	1976-77
23 Nitrofurazone . . . . .	1977-78
24 Nitrofurantoin . . . . .	1973-74
25 Oxytetracycline, its salts and derivatives . . . . .	1977-78
26 Oxyphenylbutazone . . . . .	1976-77
27 Predisolone . . . . .	1976-77
28 Pantlenols . . . . .	1973-74
29 Pyridoxine Hydrochloride . . . . .	1970-71
30 Phthayl Sulphathiazole . . . . .	1973-74
31 Prenylamide lactate . . . . .	1973-74
32 Piperazine and its salts . . . . .	1970-71
33 Phenobarbitone and its salts . . . . .	1970-71
34 Sulphadimidine (Sulphamethiazine) . . . . .	1970-71
35 Streptomycin Sulphate . . . . .	1970-71
36 Sulphaguanidine . . . . .	1972-73
37 Sulphathiazole . . . . .	1970-71
38 Sulphadiazine . . . . .	1970-71
39 Sulphamethoxazole . . . . .	1977-78
40 Sulphamathoxypyridazine . . . . .	1972-73
41 Tetracycline, its salts and derivatives . . . . .	1970-71
42 Trimethoprim . . . . .	1977-78
43 Vitamin A and its esters . . . . .	1977-78
4 L-Base . . . . .	1973-74
45 Tartaric Acid . . . . .	
6. Vit D3 . . . . .	1977-78

**Decision on the recommendations of Hathi Committee**

366. SHRI S. S. DAS: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state;

(a) whether the decisions on the recommendations of Hathi Committee as laid on the Table of Lok Sabha are highly inconsistent and cannot be

implemented without amendment or modification;

(b) what are the modifications proposed and the reasons for the same; and

(c) who prepared the inconsistent decisions and whether these inconsistencies were intimated to the Cabinet if so, full facts may be given?



**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):**

(a) to (c) No, Sir. If, however, in the light of experience gained in implementing the decisions and views expressed in various forms of discussion, it becomes necessary to elaborate, amplify or improve upon any aspect of any of the decisions, appropriate action would be considered by Government.

**नई कुकिंग गैस एजेंसियों का आर्बंटन**

367. श्री एच० एल० पी० सिन्हा : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या उनके मंत्रालय द्वारा नई कुकिंग गैस एजेंसियां दिये जाने का प्रस्ताव है ;

(ख) इन एजेंसियों को किस आधार पर दिया जायेगा ;

(ग) क्या यह सच है कि एक ही परिवार में जैसे पिता और पुत्र को अलग-अलग एजेंसियां दी गई हैं ; और

(घ) यदि हां, इसके क्या कारण हैं ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमबन्तो नन्धन बहुगुणा) (क) लोक सभा में दिनांक 15-5-1978 को दिए गये वक्तव्य के अनुसार देश के विभिन्न भागों में 3 लाख नये उपभोक्ताओं के पंजीकरण करने के उद्देश्य से अन्रिक्त खाना पकाने की गैस का विपणन और सीमा निर्धारण के आधार पर वर्तमान वितरण एजेंसियों के पुनर्गठन को ध्यान में रख कर तेल कम्पनियों 87 नई एजेंसियां खोलेंगी ।

(ख) सरकार द्वारा जारी मार्गदर्शी रूप रेखाओं के अनुसार सभी तरह की सार्वजनिक कंपनियों की एजेंसियों की 25% एजेंसियां अनुसूचित जाति/अनुसूचित जनजाति के लोगों के लिए सुरक्षित हैं, 2 प्रतिशत एजेंसियां शारीरिक रूप से विकलांग लोगों के लिए सुरक्षित हैं तथा शेष 73 प्रतिशत व वाणिज्यिक विचारधारा पर, वास्तविक उपभोक्ता सहकारी सोसाइटियों और कृषि उद्योग निगमों को तरजीह देते हुए दिए जायेंगे । सभी नियुक्तियां, संबंधित क्षेत्रों में प्रचलित समाचार पत्रों में प्रकाशित विज्ञापनों के द्वारा आवेदन पत्र आमंत्रित करने के बाद की जायेंगी ।

(ग) और (घ) : पहले के कुछ मामलों में एक ही परिवार के सदस्यों को एक ही एजेंसी की अलग एजेंसियां दी गयी थीं क्योंकि सी, वर्तमान नीति के अनुसार किसी तेल कम्पनी द्वारा किसी ऐसे व्यक्ति को नई डीलरशिप/एजेंसी नहीं दी जायेगी जिसके किसी सगे संबंधी को पहले ही किसी तेल कम्पनी ने डीलरशिप/एजेंसी दी है ।

**गया-पटना लाइन पर रेलगाड़ियों की खराब हालत**

368. श्री एच० एल० पी० सिन्हा : क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या गया-पटना लाइन पर रेलगाड़ियों के शौचालय में सदैव पानी नहीं होता है ;

(ख) क्या यह सच है कि प्रकाश न होने के कारण रेलगाड़ियों के सभी डिब्बों में पूरी तरह से अंधेरा होता है ;

(ग) क्या सभी रेलगाड़ियां प्रतिदिन देर से चलती हैं ; और

(घ) क्या यह भी सच है कि प्रथम श्रेणी में यात्रा करने वाले टिकटधारी यात्री सदैव प्रथम श्रेणी के डिब्बों में सज्जा करने में कठिनाई महसूस करते हैं ?

रेल मंत्रालय में राज्य मंत्री (श्री शिव नारायण) : (क) पटना-गया खंड पर चलने वाली गाड़ियों के डिब्बों की छत की टूकियों दोनों टर्मिनलों, अर्थात् पटना और गया, में भरी जाती हैं । कभी-कभी पम्पों के खराब हो जाने या बिहार राज्य बिजली बोर्ड से बिजली की सप्लाई में अवरोध होने पर डिब्बों में पानी भरने में बाधा उत्पन्न हो जाती है । इसके प्रतिरक्त गया में जल की वर्तमान सप्लाई यात्री डिब्बों तथा कालोनी की जरूरतों को पूरा करने के लिए अपर्याप्त है । गया में जल की उपलब्धता बढ़ाने के लिए कदम उठाये जा रहे हैं ।

(ख) जी नहीं, लेकिन फिटिंगों की ख़ोरी के कारण कभी-कभी कुछ डिब्बों में अंधेरा हो जाता है । रोगनी की बेहतर व्यवस्था सुनिश्चित करने के लिए रेलवे इन रेकों में मध्यवर्ती जनिव प्रणाली लागू करने का विचार कर रही है ।

(ग) जी नहीं । जुलाई, 1978 के बाद से इस खंड पर समय पालन 56.8 प्रतिशत और 66.9 प्रतिशत के बीच भिन्न भिन्न रहा है । समय पालन कम रहने के प्रमुख कारण इन गाड़ियों में चलने वाले बदमाशों द्वारा खतरों की जंजीर खींचना, होज पाइप काट देना तथा अन्य अनधिकृत रूप से गाड़ियों को रोकना है ।

(ब) की है। इस सब पर नाइनों में बिना रिफ्ट बाजा को रोकने के लिए बिहार सरकार के साथ रिफ्ट सम्पर्क रखा जा रहा है तथा नजिस्ट्रेट और राजकीय रेलवे पुलिस को साथ लेकर रिफ्टों की जांच की जाती है।

### Cost of Imported Medicines

369. SHRIMATI AHILYA P. RANGNEKAR: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) the total cost of medicines imported partially and wholly during last three years; and

(b) the steps being taken for indigenous production of those drugs?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) Detailed data regarding import of drugs and pharmaceuticals, indicating the names and quantity of drugs imported and other relevant details are contained in the publication 'Monthly Statistics of the Foreign Trade of India—Vol. II—Imports', published, from time to time, by the Director General of Commercial Intelligence and Statistics, Calcutta. The following is an extract of the information regarding import of bulk drugs and formulations:

(Figs. in Rs. lakhs)

Category	c.i.f. value of imports during		
	1975-76	1976-77	1977-78
Bulk drugs . . . . .	3936.85	4703.28	7429.00
Finished formulations . . . . .	74.61	69.32	125.85
TOTAL . . . . .	4011.46	4772.60	7654.85

(b) Self-sufficiency in the field of drugs and pharmaceuticals would depend on a number of factors including the availability of drug technology and resources for expanding the production as well as Research and Development base. One of the prime objectives of the New Drug Policy, announced on 29-3-78, is to develop self-reliance in drug technology. Another objectives of the New Drug Policy is to aim at quick self-sufficiency in the output of drugs with a view to reduce the quantum of imports.

Indigenous production of drugs touched a peak during the year 1977-78, the value being Rs. 1064 crores as compared to 850 crores and 690 crores in 1976-77 and 1975-76 respectively. While efforts will continue to be made to step up production of existing units by improvement of technology and of imported processes through R & D

activities, both in the private and public sector, Government would also allow import of crucial technology wherever necessary and available without onerous conditions.

In order to expand R & D base, incentives have been provided in the New Pricing Policy for units who would set up their own R & D activity.

It has also been decided that foreign companies whose turnover in drugs is in excess of Rs. 5 crores per annum shall be obliged (a) to have R & D facilities within the country on which capital investment should be at least 20 per cent of their net block and (b) to spend at least 4 per cent of their sales turnover as recurring expenditure on R & D facilities.

In order to encourage the consumption of drugs indigenously, it has been stipulated in the New Drugs Policy

that the Indian drug manufacturers will be allowed formulation licences upto ten times of the value of their bulk drug production, provided that the formulation turnover is based on a ratio of 2:1 between consumption of indigenous bulk drugs and imported/canalised bulk drugs.

### Complaints against U.S. Drug Firm

370. SHRI A. R. BADRI NARAIN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are over-seeing into complaints of concealment of export earning and tax evasion by a U.S. firm;

(b) if so, what are the nature of complaints against the U.S. Firm; and

(c) whether the charges have been proved and any action initiated?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) Yes, Sir.

(b) A complaint was received that M/s. Abbott had exported drugs worth Rs. 42—25 lakhs to Nigeria in the year 1975 and that sale proceeds, instead of being received in this country, have been credited to the firm's Principals abroad.

(c) The complaint is being enquired into by the Government in consultation with the Indian High Commission and other concerned authorities. M/s. Abbott have stated that of the 9(nine) consignments shipped to Nigeria between January and November, 1975, 2 (two) consignments were lost at sea and the remaining 7 (Seven) consignments were not cleared within reasonable time by the consignees, owing to the acute congestion in the Nigerian ports. The firm have also stated that the major portion of these 7 consignments has been ordered to be destroyed by the Federal Ministry of Health,

Nigeria. The firm have further stated that their exports during the five years preceding March '78 have been of the order of about Rs. 1.85 crores and their record of realisation, with the exception of Nigeria, has been almost 100 per cent.

### Furnishing of accounts by Oil India Ltd.

371. SHRI MUKHTIAR SINGH MALIK;

DR. SAROJINI MAHISHI;

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government are aware that Oil India Ltd. has not yet furnished its accounts since 1971 to Government;

(b) if so, what are the reasons there; and

(c) steps taken by Government to get all the accounts of this company finalised soon?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). Accounts of Oil India Limited upto the year 1976 have been finalised and adopted.

(c) Does not arise.

### Appointments of sons and wards of railway employees

372. SHRI MOHD. SHAFI QURESHI: Will the Minister of RAILWAYS be pleased to state:

(a) the number of *ad hoc* appointments made in the years 1974—76 of the sons and wards of Railway employees;

(b) the number of employees whose services have been regularised; and

(c) how long would it take to regularise the services of remaining employees;

THE MINISTER OF STATE IN  
THE MINISTRY OF RAILWAYS  
(SHRI SHEO NARAIN): (a)

Class III .. About 800

Class IV About 300

(b) and (c). The Class III appointments made irregularly can be regularised only if the candidates appear before the Railway Service Commissions and are selected. Some cases where regularisation was made incorrectly by the Railways are under investigation.

The Class IV appointees have been included in the list of substitutes/casual labour and will be eligible for regularisation in their turn after screening by a Screening Committee.

**Memorandum containing allegations against Sandur Manganese and Iron Ore Ltd.**

373. SHRI MUKHTIAR SINGH  
MALIK:

DR. SAROJINI MAHISHI:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have received any memorandum containing serious allegations of irregularities, misappropriation and mal-administration in the Sandur Manganese and Iron Ore Ltd., Sandur (Karnataka State);

(b) if so, whether any action has since been taken by the Government of India; and

(c) if so, what are the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Yes, Sir.

(b) and (c) An inspection under section 209A of the Companies Act, 1956 was ordered to verify the allegations contained in the memorandum.

This inspection has recently been completed and necessary action will be taken after examination of the Inspection Report.

**Complaints against Directors and Secretary of M/s. Bata Shoe Company**

374. SHRI MUKHTIAR SINGH  
MALIK:

DR. SAROJINI MAHISHI:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) the progress so far made in regard to the complaints which were filed against the Directors and Secretary of M/s. Bata Shoe Company Ltd., Calcutta, by the Registrar of Companies, Calcutta, regarding violation of Provident Fund Rules;

(b) what are the names of the persons involved in these cases; and

(c) steps proposed to be taken by Government to expedite the cases?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BUHSHAN): (a) The Honourable High Court of Calcutta has delivered its judgement in a criminal revision petition filed before it and has quashed the proceedings pending before the Magistrate's Court in respect of 12 Complaints relating to deposit of Provident Fund dues filed against the Directors and Officers of M/s. Bata Shoe Company Limited.

(b) The names of the persons involved are:

- (1) Shri P. K. Nanda
- (2) Shri P. Z. Baldik
- (3) Shri A. M. Banerjee
- (4) Shri J. N. Bek
- (5) Shri S. N. Bose
- (6) Shri K. K. Dutt
- (7) Shri J. S. Gopal

(c) The question of expediting the cases before the Magistrate Court does not arise since the Calcutta High Court has quashed the proceedings.

### Decision of Karnataka Government to Abolish Teachers' and Graduates' Constituencies

375. SHRI MUKHTIAR SINGH MALIK:

DR. SAROJINI MAHISHI:

Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether it has come to the notice of Government that Karnataka Government has taken a decision to abolish the teachers' and graduates' constituencies for the Karnataka Legislative Council from 1980;

(b) if so, what are the reasons thereof; and

(c) what is the reaction of the Government of India thereto?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) Yes, Sir.

(b) The Government of Karnataka is of the opinion that there is no need to have separate constituencies for representing special interests like those of teachers and graduates, in the Legislative Council of the State.

(c) The matter is being examined.

गंगटोक, सिक्किम की नागरिक संघर्ष समिति की मांगें

376. श्री हुकम चन्द कछवाय : : क्या बिधि, न्याय और कम्पनी कार्य मंत्री 18 अप्रैल, 1978 के अतारकित प्रश्न संख्या 7136 के उत्तर के संदर्भ में यह बताने की कृपा करेंगे कि :

(क) क्या गंगटोक (सिक्किम) की नागरिक संघर्ष समिति की मांगों के संबंध में कोई कार्यवाही की गई है ; यदि हां, तो उनके शायन में सम्मिलित मर्गों और आरोपों के बारे में भारत सरकार ने क्या कार्यवाही की है ;

(ख) क्या यह सच है कि पिछली सरकार के समय जो बड़े बड़े पदों पर भारतीय थे वे अब भी उन पदों पर बने हुए हैं और उस समय जो विपक्ष में थे, वे आज भी विपक्ष में हैं जबकि उनको जनता सरकार का समर्थन प्राप्त है ; और

(ग) क्या यह सच है कि सिक्किम के विधान सभा सदस्य जो सरकारी पक्ष के हैं, उन्हें या तो मंत्री बना दिया गया है या सरकारी समितियों का सभापति भ्रष्टाचार उन्हें बड़े बड़े सरकारी ठेके दिये गये हैं, यदि हां, तो क्या इसका भ्रष्टाचार मुख्य मंत्री द्वारा रिवर देना नहीं और क्या सरकार की मुख्य मंत्री के विरुद्ध शिकायतें प्राप्त हुई हैं और उन पर क्या कार्यवाही की गई है ?

बिधि, न्याय और कम्पनी कार्य मंत्री (श्री शान्ति भूषण) (क) गंगटोक (सिक्किम) की नागरिक संघर्ष समिति के शायन में उठाए गए मुद्दों पर सरकार सक्रिय रूप से विचार कर रही है ।

(ख) और (ग) अपेक्षित जानकारी इकट्ठी की जा रही है और प्राप्त होते ही सदन के पटल पर रख दी जाएगी ।

### Proposal to attach a bogie from Jabalpur bound for Ahmedabad

377. SHRI NIRMAL CHANDRA JAIN: Will the Minister of RAILWAYS be pleased to state:

(a) is there any proposal before the Government to attach from Jabalpur station, one bogie bound for Ahmedabad to Howrah, Bombay Mail (4 Dn and 3Up) for the convenience of the thousands of Gujaratis living in Jabalpur District and others;

(b) whether any such representation has been made to Government;

(c) by which time the Government are going to make provision for the said bogie; and

(d) if not, why?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) No.

(b) Yes.

(c) and (d) An analysis of the traffic offering from stations between

Allahabad and Itarsi to stations between Surat and Gandhidham reveals it to be too meagre to justify running of a through coach between Jabalpur and Ahmedabad. Apart from this, introduction of a through coach between Jabalpur and Ahmedabad by 3 Up/4 Dn Bombay-Howrah Mail is not operationally feasible for want of room on these trains to haul an extra coach as a regular measure.

#### Shortage of coal for Railways

378. SHRI R. V. SWAMINATHAN:  
SHRI RAMACHANDRAN  
KADANNAPPALLI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the coal shortage is still felt by the Railways and there is no immediate relief from coal shortage because of the traffic movements in the coal field badly disrupted by floods;

(b) whether this coal shortage has resulted stoppage of the spairs of trains which has been cancelled due to floods and coal shortage;

(c) if so, whether disruption of services have adversely affected the financial position of the Railways; and

(d) if so, to what extent?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) (a) Availability of steam coal, particularly in West Bengal-Bihar fields continues to remain inadequate resulting in shortage of coal for the Railways' use.

(b) Yes.

(c) Yes, there has been loss in earnings.

(d) The loss in earnings from the last week of September to end of October, 1978 is of the order of Rs. -250 lakhs.

#### Refund of fixed deposits taken by Companies

379. SHRI ANANT DAVE: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether cases of failure to refund the fixed deposit amounts taken by the companies on maturity have recently come to the notice of Government; and

(b) what action has been or is proposed to be taken by Government to protect the interest of the depositors?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN) : (a) and (b). Government has received complaints from depositors regarding default in repayment of deposits on maturity, by some companies.

2. Under section 58A of the Companies Act, 1956 and the rules made thereunder the non-banking non-financial companies can accept deposits from the public only up to the limits specified in the said rules. There is no provision in the Companies Act, 1956 enabling the Government to compel non-banking non-financial companies to repay public deposits, on maturity, to depositors. However, in appropriate cases prosecutions are launched against non-banking non-financial companies and their officers in default for the contraventions of section 58A of the Companies Act and the rules framed thereunder.

The Department has already taken the following steps to safeguard the interests of the depositors:—

(a) In accordance with the Companies (Acceptance of Deposits) Amendment Rules dated 30th March, 1978, non-banking non-financial companies have to indicate from 1st April, 1978 onwards in advertisement seeking deposits, in addition to summarised financial position of the

company, information on the following points:

(i) The amount which the company can raise by way of deposits;

(ii) The aggregate of deposits held;

(iii) Amount of deposits which are overdue for repayment.

(iv) The deposits are unsecured and rank *pari passu* with other unsecured liabilities.

From these particulars, the intending depositor would be able to judge for himself whether he should make a deposit in the company.

(b) Under the same rules mentioned above, each non-banking non-financial company is also required from 1st April, 1978 to deposit or invest by 30th April each year, 10 per cent of its deposits maturing during the year ending 31st March next following (for the year ending 31st March, 1979 the time had been extended up to 30th September, 1978 for making deposits/investment); the amount so deposited/invested can be utilised only for repayment of deposits maturing during the year.

3. The High Powered Expert Committee which was reviewing the Companies Act, 1956 has submitted its recommendations recently which inter-alia include some suggestions for further safeguarding the interests of the depositors.

The report of the Committee mentioned above is under consideration of the Central Government.

#### **Release of Erythromycin Stearate to M/s. Abbot Laboratories**

380. SHRI R. K. AMIN: Will the Minister of PETROLEUM, CHEMICALS and FERTILIZERS be pleased to state:

(a) what is the entitlement of Abbot Laboratories fixed by his Ministry for release of Erythromycin Stearate;

(b) what were the quantities released in favour of M/s. Abbot during last three years, year-wise and what was their consumption of this drug; and

(c) how their consumption is more than the release effected and how State Chemical Pharmaceutical Corporation of India Ltd. have increased their entitlement in spite of the instructions regarding fixation of entitlement by his Ministry?

#### **THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS**

(SHRI H. N. BAHUGUNA): (a) Instructions were issued in November, 1976 to the CPC advising them, inter-alia, that the entitlement of M/s. Abbott Labs. for release of Erythromycin Stearate would be on the basis of 4,830 kgs. per annum. These instructions have been reiterated from time to time.

(b) The quantities of Erythromycin Stearate released in favour of M/s. Abbott Labs. by the CPC during the last 3 years were as follows:—

(Quantity in Kgs.)

1975-76	9290
1976-77	8260
1977-78	4830

The consumption of this drug during the last 3 years as reported by the company was as follows:—

1975 .	10,870 kgs.
1976 .	8,675 kgs.
1977 . .	6,397 kgs.

The party has explained that during the years 1975 and 1976 the material consumed by them had been procured from canalising agency viz. the CPC. As regards consumption in 1977; they have reported that they procured 550 kgs. of this drug from an export house (Dunlop India Ltd.) also. It would, however, be seen that the figures of consumption indicated above are for the calendar years.



(c) In so far as CPC's 1976-77 allocation is concerned, CPC had allocated a quantity of 6650 kgs. of Erythromycin Stearate to the company before the instructions referred to in (a) above were received by them. This was in line with the policy regarding allocation of canalised raw material then applicable to DGTD units, based on the best of past two years consumption or the quantities recommended by the State Drug Controller, whichever was less. CPC have confirmed that after the instructions from the Ministry were received, the release of Erythromycin Stearate in favour of the company has been restricted to the quantities stipulated by the Ministry.

#### **Policy to restrict release of canalised Raw Materials**

381. SHRI R. K. AMIN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) in what way the policy pursued by his Ministry has restricted the release of canalised raw materials to level of licensed capacity or past consumption average during last three years to organised sector units;

(b) how these instructions are proposed to be strengthened further in future; and

(c) how in the present policy for release of raw materials it has been ensured that the units do not get raw materials in excess of their licensed capacity?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) to (c): The salient features of old and new policies for release of canalised raw materials to the units in organised sector have been indicated in reply to part (a) of the Lok Sabha Unstarred Question No. 1354 answered on 25th July, 1978. Recently, further guidelines have been laid down for release of canalised bulk drugs to DGTD

units during the period October, 1978—March, 1979 under which these units shall be entitled for release of these drugs on the following basis:—

(i) where the formulation-wise capacities are indicated in the industrial approval, 50 per cent of the entitlement as per such licensed capacities.

(ii) where the licensed capacities are not well defined formulation-wise 50 per cent of the allocations of relevant bulk drugs made in their favour during 1976-77.

Action has been initiated to issue a consolidated industrial licence to various DGTD units engaged in the manufacture of drugs and pharmaceuticals, in pursuance of Government decision contained in paragraph 37 and 38 of the Statement laid on the Table of the Lok Sabha on 29th March, 1978 containing Government decisions on (Hathi) Committee report on Drugs and Pharmaceuticals Industry. Once the consolidated licence is issued in favour of DGTD units, it would be possible to restrict releases of canalised raw materials to such units upto their entitlements as per licensed capacities.

#### **Import of Technology by Indian Drugs and Pharmaceutical Ltd. for Antibiotic and other Synthetic Bulk Drugs**

382. SHRI R. K. AMIN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) what are the antibiotic and other synthetic bulk drugs for which I.D.P.L. has obtained technology from abroad; details of agreements entered into by I.D.P.L. for manufacture of each antibiotic;

(b) production of each antibiotic year-wise for three years, before importing technology and after the import of technology; and



(c) whether it is a fact that although I.D.P.L. has spent precious foreign exchange for importing these strains, the imported strain has not resulted in any increase in production and that whatever increase has been achieved, is due to expansion in investment?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) :

(a) Technologies for the following drugs were obtained from M/s. Techno-export, Moscow (USSR), in accordance with contracts signed with them on the 28th March, 1962, for Antibiotics Plant, Rishikesh and on the 13th June, 1962, for Synthetic Drugs Plant, Hyderabad.

#### Antibiotics

Sodium penicillin, Procaine penicillin, Streptomycin sulphate, Tetracycline Hydro-chloride, Oxytetracycline Hydrochloride, Nystatin, Chloro-tetracycline.

#### Synthetic Drugs

Phenacetin, Sulphanilamide, Sulphaguanidine, Sulphadimidine, Vitamin B1, Sodium Sulphacyl, Folic Acid,

Vitamin B2, Analgin, Amidopyrine, Piperazine salts, Diethyl Carbamazone citrate, Nicotinamide (Niacinamide), INH, Phenobarbitone, Acetazolamide.

In the recent past IDPL have obtained technology from abroad for the production of Penicillin G, Tetracycline, Erythromycin, Semi-Synthetic Penicillins, Doxycycline Hyclate and Niacinamide.

Technical know-how with strains and basic engineering details for K-Penicillin, Tetracycline and Erythromycin and technical know-how and basic engineering for Doxycycline and Semi-Synthetic Penicillins have been obtained from M/s. Farmafin of Italy for a total fee of US \$ 1.55 million.

The technical know-how including basic engineering for the production of Niacinamide was procured from M/s. Bofer's of Sweden for a total fee of Sw Kr. 20 lakhs.

(b) The production of antibiotics by IDPL during the last three years is shown in the attached statement. The introduction of foreign technology recently obtained, along with expansion, is under implementation.

(c) No, Sir.

*Production of Antibiotics at IDPL—Rishikesh during the last three Years.*

Sl. No.	Products	Unit	Year		
			1975-76	1976-77	1977-78
1	Pot. Penicillin Saleable . . .	MMU	4'131	23'750	8'119
2	Sodium Penicillin . . .	"	37'324	20'980	37'435
3	Procaine Penicillin . . .	"	17'552	19'392	30'699
4	Streptomycin Sulphate . . .	"	45'615	44'924	39'051
5	Tetracycline Hcl . . .	"	68'249	76'224	70'660
6	Tetracycline base . . .	"	7'266	5'160	8'466
7	Oxy-tetracycline Hcl . . .	"	41'051	36'539	34'717
8	Oxy-tetracycline base . . .	"	0'412	..	0'148
9	Griseofulvin . . .	kgs.	135	136'15	397'60

# Brochure on reservation for S.C. and S.T.

383. SHRI B. C. KAMBLE: Will the Minister of RAILWAYS be pleased to state:

(a) under what provision of law the Ministry of Railways have made a provision in Chapter III and Chapter VII of their Brochure on reservation for Scheduled Castes and Scheduled Tribes in the Railway Services (Second Edition 1976) for de-reservation;

(b) whether Government propose to delete these provisions; and

(c) if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) Provisions in Chapter III and Chapter VII of the 'Brochure on reservation for Scheduled Castes and Scheduled Tribes in Railway Services' have been made in accordance with Articles 16(4) and 335 of the Constitution.

(b) No.

(c) Article 335 of the Constitution empowers the Government to exclude certain posts from the purview of reservation rules and also to dereserve, in certain conditions, the reserved posts, keeping in view the maintenance of efficiency in administration and other relevant factors.

## Rail Traffic Congestion at Howrah Station

384. SHRI RUDOLPH RODRIGUES: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any plan to relieve rail traffic congestion at Howrah station by diversion to a new proposed terminal;

(b) if so, the details of the same; and

(c) if not, why not?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAN): (a) to (c). A survey has been carried out for a new passenger terminal for the trains of South-Eastern Railway at Padmapukur. No decision has so far been taken regarding the constitution of the proposed terminal as it is linked with the progress on the new Hooghly bridge which will link the terminal with South Calcutta.

## बिहार राज्य में मिट्टी के तेल की एजेंसियां

385. श्री जलेश्वर प्रसाद बाबू : क्या पेट्रोलियम, रसायन और उर्वरक मंत्री यह बताने की कृपा करेंगे कि

(क) बिहार राज्य में मिट्टी के तेल की कितनी एजेंसियां चल रही हैं;

(ख) क्या दूर दराज के गांवों में मिट्टी के तेल की सप्लाई करने के लिए खंड सहायिता एजेंसियां स्थापित करने की कोई योजना है; और

(ग) यदि हां, तो ऐसी एजेंसियां स्थापित करने हेतु क्या मानदंड अपनाया गया है ?

पेट्रोलियम तथा रसायन और उर्वरक मंत्री (श्री हेमवती मंडल बहुमुखी) : (क) बिहार राज्य में मिट्टी के तेल की लगभग 300 एजेंसियां हैं ।

(ख) इस समय ब्लाक को-ऑपरेटिव एजेंसियां स्थापित करने की ऐसी कोई योजना विचाराधीन नहीं है ।

(ग) प्रश्न नहीं उठता ।

## Loss caused to the Railway Property by the Recent Floods in the country

386. SHRI S. R. DAMANI: Will the Minister of RAILWAYS be pleased to state:

(a) the extent of loss caused to the Railway property by the recent devastating floods in various parts of the country;

(b) its impact on the Railway's earning both from freight and passenger traffic;

(c) what is the gap between the estimated earnings for the current financial year and the actuals upto 30th September, 1978;

(d) whether the Railways expect to maintain the budgeted surplus; and

(e) if not, what effective measures by way of economy in unproductive expenditure by the Railways are being taken to achieve this?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) : (a) The total loss of property suffered by the Railways due to recent floods (from 1-9-78 to 31-10-78) is estimated about Rs. 10 crores.

(b) The loss due to floods occurred mainly during September and Octo-

ber, 1978 but its impact is continuing even during November as certain train services still remain cancelled. The figures of earnings for September 1978 are available, but figures for October 1978 are not available as yet. A detailed estimate of the loss of earnings is, therefore, not possible at this stage. However, on the basis of the available figures, the loss of earnings during September and October, 1978 on account of floods is estimated at about Rs. 20 crores.

(c) The table below gives the gap between the estimated earnings for the current financial year and the actuals to end of September, 1978:—

(in crores of rupees)

	Budget Estimate 1978-79	Budget Proportion to end of Sept. 78	Actuals to end of Sept. 78	Variation between Col. 2 & 3
	1	2	3	4
<b>EARNINGS</b>				
Passenger . . . . .	657.98	330.52	333.94	+3.42
Other coaching . . . . .	92.63	42.57	42.44	-0.13
Goods . . . . .	1430.55	698.89	646.78	-52.11
Sundries . . . . .	54.60	23.41	25.80	+2.39
Total earnings . . . . .	2235.76	1095.39	1048.96	-46.43

(d) and (e). It is too early to say whether and to what extent the Railways will be able to maintain the budget surplus. Certain post-budgetary developments and particularly the extensive damages caused by floods are likely to make a dent in the Railways' financial performance for 1978-79. A number of administrative measures have been taken to secure savings through economies. A "Reserve" of Rs. 69.44 crores has been retained from out of the voted grants, and the Zonal Railways have been instructed to contain the working expenses, within the reduced amounts allotted to them excluding the 'Reserve'.

3010 LS—10.

#### Effects of Pollution on Taj Mahal

387. SHRI S. R. DAMANI: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether a seminar held at Agra on "the effects of pollution on Taj Mahal," held in October, last expressed grave concern over the pollution hazards of toxic emissions from the proposed Rs. 200 crore refinery near Mathura;

(b) if so, whether Government have got the matter investigated

further in depth to save the historic Taj Mahal and other monuments in Agra and temple in Mathura and game sanctuary in Bharatpur from impending ruination when the refinery goes on steam; and

(c) whether there is any alternative sites under Government's consideration to shift the Refinery, if so, where?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) :  
(a) Yes, Sir.

(b) The Government appointed an Expert Committee in July, 1974 to advise the Project Authorities on the measures to be taken for keeping the pollution effects of the Mathura Refinery to the absolute minimum and the Ministry of Petroleum on the pollution aspects of other ancillary and downstream industries. The report of the Committee, which was placed in both the Houses of Parliament on 14-8-1978, is presently under consideration of Government.

(c) No, Sir.

#### Release of Imported Raw Materials on ad hoc basis

388. SHRI MOTIBHAI R. CHAUDHARY : Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) Rationale of recommending release of imported raw materials on ad hoc basis;

(b) in how many cases there were ad hoc release of canalised bulk drugs; and

(c) imports of bulk drugs were recommended during the last two years; with full details?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) : (a) to (c). Both Import Trade Control Policy, 1977-78 (Vol. I) and Import Policy, 1978-79 provide that whenever a particular item the import of which

is otherwise not permitted, falls in short supply due to any set-back in the indigenous production, import of such items can be arranged through public sector agencies to meet the shortfall. In such cases *ad hoc* imports of items otherwise banned for import are allowed. Such action was taken during 1977 and 1978 (upto October, 1978) in the following cases:—

(i) *Aspirin*:— The manufacturing Plant of M/s Alta Laboratories Pvt. Ltd., Bombay, the major manufacturer of this drug in the country, was closed on 23-8-77 on account of workers' strike arising out of some industrial dispute. Strike continued for about 1-1/2 months. To cover the production gap, a quantity of 100 tonnes was imported on *ad hoc* basis in 1977 through the CPC.

(ii) *Dapsone*:— In Feb.-March, 1978, shortage of this anti-Leprosy drug was felt and it was estimated that a quantity of 5 tonnes of this item should be imported on *ad hoc* basis in 1977 through the CPC. This import has since been made. In early Sept., 1978 it was further decided to import another quantity of 5 tonnes of this drug on *ad hoc* basis in view of continuing shortage.

(iii) *Hydrocortisone*:—This is an intermediate chemical required for the manufacture of Prednisolone which is at present produced only by M/s Wyeth Laboratories Ltd. in this country. In May 1977 the production of Prednisolone, which was canalised for import during 1977-78, was disrupted on account of some contamination in the fermentation plant. On a representation from this company an *ad hoc* import of 100 kgs of Hydrocortisone was allowed to this company as the same would result in substantial foreign exchange saving vis-a-vis import of Prednisolone.

The cases in which *ad hoc* releases of canalised bulk drugs have been recommended on the above basis are indicated below:—

1. A quantity of 250 kgs of Streptomycin Sulphate was recommended for

bring released on *ad hoc* basis in Dec., 1977 in favour of M/s Dey's Medical Stores Pvt. Ltd., Calcutta subject to the condition that the entire quantity should be used specifically for the manufacture of their product 'Entrostrep' both in the form of capsules and suspension for supply to the cyclone affected areas in Tamil Nadu and Andhra Pradesh.

2. In September, 1977 some additional quantities of Tetracycline, Oxy-tetracycline, Chloramphenicol, Streptomycin, Ampicillin, Erythromycin and Doxycycline were recommended for release in favour of M/s Gluconate Ltd., Calcutta whose management was taken over by Government under the I(D&R) Act. This unit was treated as a small scale unit because the value of plant and machinery in their case was understood to be below Rs. 10 lakhs. The additional releases were recommended so as to help the unit in implementing its expansion programme by taking up manufacture of capsules based on various items of antibiotics.

3. In September/October, 1978 HAL were recommended *ad hoc* releases of 1500 kgs each of Erythromycin Stearate and Chloramphenicol Powder so as to help them in developing and introducing formulations based on these bulk drugs for which they were approved through issue of a letter of intent dated 9-9-75.

It would be seen that *ad hoc* release of canalised bulk drugs has been authorised in the following situations:—

(i) To cover additional requirements for meeting situations arising out of natural calamities like cyclones, floods, etc.

(ii) To help in the process of rehabilitation of sick units whose management is taken over by Government under the Industries (Development and Regulation) Act, 1951.

(iii) To assist the Public Sector units in developing and introducing new formulations as per their approved manufacturing programme.

## Fertilizer Dealership to Scheduled Castes and Scheduled Tribes

389. SHRI P. M. SAYEED:

SHRI RAMACHANDRAN  
KADANNAPPALLI:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Fertiliser Corporation of India has decided to award fertilizer dealership to persons belonging to Scheduled Castes and Scheduled Tribes;

(b) if so, whether any scheme has been prepared in this regard; and

(c) if so, what are the details of the same and when the scheme is likely to be implemented?

THE MINISTER OF PETROLEUM, AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) to (c). Yes, Sir. The salient features of the scheme formulated by the Fertilizer Corporation of India are as under:—

(i) At least 25 per cent of all future dealerships in fertilizers will be reserved for SC/ST candidates.

(ii) The dealership is open to applicants who have not completed 45 years of age on the date of application.

(iii) An applicant who had been residing in a district for at least 5 years would be deemed to belong to that district for purposes of this scheme.

(iv) Dealers selected under this scheme will be supplied with fast moving fertilizers for the first three years.

(v) These dealers will be given higher margin for the sale of fertilizers as is now applicable to institutional agencies.

(vi) In order to ensure that only deserving candidates get this opportunity, a representative of the Scheduled Castes/Scheduled Tribes Commissioner of the concerned State or an equivalent authority of the State will be associated with the selection.

(vii) The dealership will be available only to those who are unemployed (except for casual employment). In case a person in employment desires to have a dealership he will have to give an undertaking in writing that on appointment as a dealer he will resign from his service.

The scheme has already been given effect to by the Fertilizer Corporation of India Ltd. The applications received in response to the advertisement issued by the Fertilizer Corporation of India from eligible candidates for dealership in fertilizers are under scrutiny.

#### **Lightening Strike by Employees at Sarai Rohilla Station**

390. SHRI P. M. SAYEED:

SHRI RAMACHANDRAN  
KADANNAPPALLI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that 10,000 commuters were stranded after 200 railway employees went on a lightening strike at Sarai Rohilla railway station on 29th September, 1978;

(b) if so, the main reasons for the same;

(c) what action was taken by the Ministry;

(d) whether any inquiry was conducted in this regard; and

(e) the action taken against those held responsible?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): (a) to (e). On 27-9-78, there was some dispute bet-

ween a railway employee and one Press Correspondent. After an enquiry by a senior railway officer, the railway employees was suspended from 29-9-78. As a result, railway staff at Delhi-Sarai Rohilla Station stopped work which caused dislocation of trains and inconvenience to passengers. The problem was sorted out after consultation with the staff representatives, and work was resumed on 30-9-78 at 21.00 hours.

The railway employees will not be paid any wages on the principle of "No work no pay" for the period of absence.

#### **Submission of Accounts by Large Industrial Houses and Multinationals**

391. SHRI K. A. RAJAN: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government have asked the large industrial houses including multinationals to submit detailed accounts for 1976-77 and 1975-76.

(b) if so, whether any time limit has been given for the same; and

(c) if so, what are the details thereof?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). Yes, Sir. A Notification has been published in the Gazette of India-Extraordinary dated the 24th August, 1978, by which all companies whose undertakings are registered under sub-section (2) of Section 26 of the MRTP Act, including several undertakings belonging to large industrial houses and multinationals, were ordered by the Central Government, in exercise of the powers conferred by section 43 of the Act, to forward to the Department of Company Affairs two copies of their annual reports including the balance sheet and profit and loss account for the accounting years ending in the calendar years 1976 and 1977 and for

every subsequent accounting year. The annual reports are to be forwarded within 30 days from the date of the order in the case of the accounting years ending in 1976 and 1977 and in other cases within 30 days from the date on which the relevant annual report including the accounts was placed before the Annual General Meeting of the concerned company or where the Annual General Meeting for any year has not been held, within 30 days from the last date on or before which the said meeting should have been held under the provisions of the Companies Act, 1956. This order is without prejudice to the provisions contained in section 220 of the Companies Act, 1956.

#### **Trial Production by Talcher Fertiliser Project**

392. SHRI SAMAR MUKHERJEE: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Talcher Fertilizer Project is expected to go on for trial production by March, 1979; and

(b) the target of production of air separation units?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA): (a) Production of urea on a trial basis from the Talcher Fertilizer Project is expected by the end of February, 1979.

(b) The first stream of air separation plant was commissioned in August, 1977 and the 2nd stream in October, 1978. Both the streams are running at rated capacity.

#### **Creation of a Special Cell to Process report of Sachar Committee**

393. SHRI AHMED M. PATEL: Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether Government are considering to create a special cell to

process the report of Sachar Committee on laws relating to monopolies and companies;

(b) if so, the details of creation and function of this special cell; and

(c) when the Government will implement the Sachar Committee report?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). A special cell for processing the report of the Sachar Committee and for taking necessary follow up action on its recommendations has already been set up by Government with effect from 1-11-78. The cell consists of the following:—

Designation of post	No of posts
Deputy Secretary	1
Investigating Officers	2
Assistant	1
Lower Division Clerks,	4
Peons	2
<b>TOTAL</b>	<b>10</b>

After the various recommendations of the Committee are considered by Government, appropriate steps, including legislative amendments, as may be found necessary, to implement them will be taken as expeditiously as possible.

#### **Memorandum by all India Petroleum Traders regarding slab system of Commission**

394. SHRI R. P. DAS: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Federation of All India Petroleum Traders in their memorandum of 15th August, 1978



submitted to Government, have brought out in detail the deficiencies of the Oil Price Commission Report on the basis of which the slab system of commission was adopted;

(b) if so, the deficiencies mentioned in the memorandum;

(c) the reactions in regard to the general observations made in the memorandum; and

(d) whether the slab system of commission has proved detrimental to the normal business?

**THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA) :**

(a) The Federation of All India Petroleum Traders has addressed a letter dated 15-8-1978 and has brought out the difficulties which the dealers are stated to be experiencing.

(b) Broadly, the letter represents against the slab rate of commission for petrol and diesel oil, non-provision or inadequate provision of certain costs e.g. credit, bonus, bad debts, evaporation and handling losses etc.

(c) The present arrangement is based on the revised recommendations of the Oil Prices Committee— an expert body which examined a fairly large and representative cross section of the retail pump outlets, and went into every aspect of the question. This has been explained several times to the Federation by letters and in meetings with their representatives.

(d) This cannot be said as the extra commission the dealers now get is about Rs. 18 crores p.a. compared to what they were getting prior to 1-7-76 when the slab system was first introduced. This is more than what they realise from consumers through selling prices. In other words, the dealers are given something extra from out of the industry pool accounts.

### **Restoration of Rail Services in Eastern Railway**

**395. SHRI R. P. DAS :** Will the Minister of RAILWAYS be pleased to state:

(a) the reason as to why both the suburban and non-suburban rail services under Sealdah Division, Eastern Railway could not be brought back to normalcy even after the recent floods had receded far from the rail track to the pre-27th September, 1978 position; and

(b) what stood in the way to restore normal rail service from Calcutta to Plassey in the Ranaghat Lalgola Section when there were neither any branches nor any break in between the two stations to maximise the running of relief materials and essential commodities to the hard hit areas of the district of Nadia?

**THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN) :** (a) and (b). After the floods receded massive effort was made to repair the track, bridges etc. and the restoration of train services started on 30-9-78 in Sealdah Division. Train services on Ranaghat Krishnanagar section were restored on 1-10-78 and Ranaghat-Plassey on 4-10-78. However, due to extensive damage to track which also necessitated construction of a temporary bridge, through train services on Krishnanagar-Lalgola section could be restored only on 5-11-1978.

### **Application for enhancement of emoluments of a Director of Porrits and Spencer (Asia) Limited**

**396. SHRI ANANT DAVE :** Will the Minister of LAW, JUSTICE AND COMPANY AFFAIRS be pleased to state:

(a) whether any application for the enhancement of emoluments from Rs. 3000/- P.M. to Rs. 5000/- P.M. is



pending with Government in respect of one of the Directors of Porrits and Spencer (Asia) Ltd., Faridabad for approval;

(b) whether such a request received earlier was rejected; and

(c) on what fresh grounds the Company has applied for the enhancement of emoluments and what action has been taken by the Government?

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): (a) to (c). It is presumed that the Hon'ble Member is referring to the case of Shri K. C. Tapadar, Whole-Time Director of the Company. Shri K. C. Tapadar was appointed as a Whole-time Director of the Company for a period of 5 years with effect from 1-4-1973 on a salary of Rs. 3000/- per month plus bonus and perquisites. However, in May, 1976 the company applied for an increase in his salary from Rs. 3000/- to Rs. 4500/- per month and commission on net profits subject to a maximum of Rs. 12,000/- per annum with effect from 1-5-1976. After considering the facts and circumstances of the case, the Department approved a salary of Rs. 4000/- per month with effect from 1-5-1976 and also allowed him commission (in lieu of Bonus) as proposed. On completion of his previous tenure, the Company made an application in May, 1978 for his re-appointment as the Whole-time Director of the company for a period of 3 years with effect from 3-4-1978 on a salary of Rs. 5000/- per month plus 1 per cent commission on net profits plus perquisites. Considering the sound financial position of the company and its working results and the fact that Shri Tapadar was a Textile Technologist having sufficient experience, his reappointment was approved by the Department in September, 1978 for a period of 2 years with effect from 3-4-1978 on a salary of Rs. 5000/- per month plus commission on net profits subject to a maximum of Rs. 20,000/- per annum plus perquisites as per guidelines.

**Decision taken by Committee for Distribution of Soda Ash**

397. SHRI VASANT SATHE;

SHRI ISHWAR CHAUDHRY;

SHRI SUBASH CHANDRA BOSE ALLURI:

Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have set up a high power committee to go into all aspects of production/distribution and suggest lasting solution to the problems of Soda Ash shortages;

(b) if so furnish details of the decision taken in this regard and how soon the committee is expected to submit its report; and

(c) pending receipt of the report of the panel, what measures have been taken by Government to ensure adequate supply of Soda Ash to the small scale soap and detergent manufacturers; and the extent of import of soda ash proposed its value for the current year and the steps taken for its fair distribution keeping in view the interest of small scale units and details of action taken against the big unit cornering major chunk of available soda ash by adopting unfair means?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZER (SHRI H. N. BAHUGUNA):

(a) and (b). Yes, Sir. A High Powered Committee under the Chairmanship of Prof. Gopal Tripathi, Retired Dean, Department of Chemical Technology, Banaras Hindu University, has been set up to go into all aspects of production, movement and marketing of soda ash with special reference to the causes of the current shortage and to suggest ways and means of preventing recurrence of such a situation in the soda ash Industry. The other members of the Committee are:-

(a) A representative of DGTD.

(b) A representative of the Bureau of Industrial Costs & Prices

(c) A representative of the Railway Board.

(d) A representative of the Department of Coal.

(e) Director (Chem.) Department of Chemicals & Fertilizers—Convenor.

The Committee is expected to submit its report by 31-1-1979.

(c) There is no statutory control over prices and distribution of soda ash. It has however been impressed upon the soda ash manufacturers that Government is keenly interested in ensuring the smooth flow and adequate availability of soda ash to various consuming industries particularly small scale units at fair prices.

The manufacturers have also assured the Government that all industrial consumers including small scale units would be supplied soda ash by them in proportion to the quantities purchased from them during the previous year.

Government have authorised the CPC to import 10,000 tonnes of soda ash each through the All India Glass Manufacturers Federation and the All India Silicate Manufacturers Association who will be distributing the imported soda ash to all small scale manufacturers of silicate and glass.

#### **Setting up of Cochin Refinery and supply of crude by Phillips Petroleum, Company**

398. SHRI EDUARDO FALEIRO: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether it is a fact that by reason of a deal struck by Government with Phillips Petroleum Company, an American multinational, for setting up of Cochin Refinery and for supplying crude to it at exorbitantly

high rate, losses to the extent of Rs. 12.50 crores are caused to the national exchequer every year;

(b) if so, details thereof; and

(c) whether Government will institute an inquiry into this deal and take action against the persons responsible for the same?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) No, Sir.

(b) and (c). Do not arise.

#### **Setting up of Fertilizer Plants**

399. SHRI SANTOSHRAO GODE: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) how many factories are being established during the current financial year; and

(b) which are the States in which these factories are being located?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). The following fertilizer projects are presently in various stages of implementation. The States in which they are located are shown against each:

Name of the Project	State in which located
1. Haldia . . .	W. Bengal
2. Ramagundam . . .	Andhra Pradesh
3. Talcher . . .	Orissa
4. Sindri Modernisation . . .	Bihar
5. Sindri Rationalisation . . .	Bihar
6. Trombay IV . . .	Maharashtra.
7. Trombay V. . .	Maharashtra.
8. Bhatinda . . .	Punjab

Name of the Project	State in which located
9. Panipat . . .	Haryana
10. H. C. L. (Khetri)	Rajasthan
11. IFFCO (Phulpur)	Uttar Pradesh
12. Narmada Valley Project . . .	Gujarat
13. Nagarjuna Project (Kakinada) . . .	Andhra Pradesh

In addition to the above projects, it is proposed to set up 5 gas based fertilizer plants, 2 each in Maharashtra and Gujarat based on Bombay High/South Bassein gas and one in Assam based on gas available from oilfields of O.N.G.C. and Oil India Ltd. Besides, letters of intent have been issued to the following parties for setting up additional fertilizer capacities at the locations indicated against each.

Name of the Party	Location
1. M/s. Indian Explosives Ltd. (Expansion) . . . . .	Kanpur, U. P.
2. M/s. M. P. Agro Morarji Fertilizer Ltd. . . . .	Meghnagar, M. P.
3. M/s. Bihar Caustic & Chemicals Ltd.	Rehala, Bihar
4. M/s. Polymer Corporation of Gujarat Ltd. . . . .	Gujarat
5. M/s. Deepak Nitrite Ltd. . . . .	Taloja, Maharashtra

#### Assistance of Drugs to Flood Affected Areas

400. SHRI AHMED HUSSAIN: Will the Minister of PETROLEUM, CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Government have directed the Public Sector Drug

Manufacturing companies to rush assistance in the matter of drugs to the flood affected States;

(b) if so, the names of such companies, drug contribution and its prices, which have been sent to each flood affected State/Union Territory during the current year; and

(c) which flood affected States Government have sought increasing assistance/supply of drugs/medicines and how they have been met or proposed to be met?

THE MINISTER OF PETROLEUM AND CHEMICALS AND FERTILIZERS (SHRI H. N. BAHUGUNA):

(a) and (b). Yes, Sir. IDPL were so directed and they (with financial assistance from some other Public Sector Companies of the Ministry) contributed drugs worth Rs. 17 lakhs to the following States:—

	Rs. in lakhs.
West Bengal . . . . .	3.00
Uttar Pradesh . . . . .	5.00
Bihar . . . . .	3.00
Haryana . . . . .	2.00
Delhi . . . . .	1.50
Himachal Pradesh . . . . .	1.00
Punjab . . . . .	1.50
<b>TOTAL . . . . .</b>	<b>17.00</b>

Hindustan Antibiotics Limited and Smith Stanistreet Pharmaceuticals Limited also donated essential medicines worth Rs. 1.02 lakhs and Rs. 20,000 respectively to the West Bengal Government.

(c) The Government of West Bengal made a request for arranging supply of essential medicines and allocation of canalised raw materials to West Bengal firms and instructions were issued to drug manufacturing firms and canalising agencies to arrange their supply expeditiously.

12.02 hrs.

MR. SPEAKER: Now papers to be laid.

# PAPERS LAID ON THE TABLE

## NOTIFICATIONS UNDER COMPANIES ACT, REPRESENTATION OF THE PEOPLE ACT AND SEVENTY FOURTH REPORT OF THE LAW COMMISSION

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): I beg to lay on the Table:—

(1) A copy of Notification No. G.S.R. 473(E) (Hindi) and English versions) published in Gazette of India dated the 26th September, 1978, authorising the Chief Officer, Deputy Chief Officer and Assistant Chief Officers attached to the Department of Non-Banking Companies, Reserve Bank of India to institute penal proceedings for offence punishable under sub-section (6) of section 58A of the Companies Act, 1956 issued under section 621 of the said Act, [Placed in Library. See No. LT-2769/78.]

(2) A copy each of the following Notifications (Hindi and English versions) under sub-section (2) of section 9 of the Representation of the People Act, 1950:—

(i) S.O. 508(E) published in Gazette of India dated the 19th August, 1978, making certain amendments in the description of the constituencies in Schedule XI of the Delimitation of Parliamentary and Assembly Constituencies Order, 1976.

(II) S.O. 520(E) published in Gazette of India dated the 28th August, 1978 making certain

amendments in the description of the constituencies in Schedule VI of the Delimitation of Parliamentary and Assembly Constituencies Order, 1976.

(iii) S.O. 555(E) published in Gazette of India dated the 12th September, 1978, making certain amendments in the description of the constituencies in Schedule XX of the Delimitation of Parliamentary and Assembly Constituencies Order, 1976.

(iv) S.O. 565(E) published in Gazette of India dated the 25th September, 1978, making certain corrections in the description of the constituencies in Schedule XIII of the Delimitation of Parliamentary and Assembly Constituencies Order, 1976.

[Placed in Library. See No. LT-2770/78.]

(3) A copy of the Seventy-fourth Report of the Law Commission (Hindi version) on proposal to amend the Indian Evidence Act, 1872, so as to render admissible certain statements made by witnesses before the Commissions of Inquiry and other Statutory authorities. [Placed in Library. See No. LT-2771/78.]

## RAILWAY RED TARIFF (SIXTH AMENDMENT) RULES

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SHEO NARAIN): I beg to lay on the Table a copy of the Railway Red Tariff (Sixth Amendment) Rules, 1978 (Hindi and English versions) published in Notification No. G. S. R. 1293 in Gazette of India dated the 28th October, 1978, issued under section 47 of the Indian Railway Act, 1890. [Placed in Library. See No. LT-2772/78.]

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\*The English version of the Report was laid on the Table on the 24th August, 1978.

12.05 hrs.

# CALLING ATTENTION TO MATTER OF URGENT PUBLIC IMPORTANCE

## STRIKE BY PORT AND DOCK WORKERS

**SHRI AMAR ROY PRADHAN** (Cooch-Bihar): I call the attention of the hon. Minister of Shipping and Transport to the following matter of urgent public importance and I request that he may make a statement thereon:

"Reported strike by port and dock workers and its repercussion on loading and unloading operations in the port areas and on public exchequer."

**THE MINISTER OF STATE IN CHARGE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI CHAND RAM):** Ever since the Janata Government came to power, we have been trying our best to improve wages and other amenities for the workers in Ports and Docks Industry. Soon after assumption of office by the new Government, we arrived at a settlement in July, 1977 with all the Federations of port and dock workers increasing their wages retrospectively from 1-1-1974. With this settlement, Rs. 46 crores were paid as arrears to the workers and the total amount of wages and other allowances payable to the workers has increased by Rs. 19 crores per annum. The rate of *ex-gratia* in lieu of bonus which had been reduced to 4 per cent during Emergency was again raised to 8.33 per cent immediately after the present Government assumed office. Schemes for housing and provision of other welfare amenities for workers amounting to Rs. 5 crores have been sanctioned since April, 1977. The cases of victimisation of employees during the Emergency have been reviewed. In a number of cases where changes brought about in the conditions of work during Emergency had affected the workers adversely through curtailment of overtime earnings, etc., pre-

Emergency privileges have been restored. In Bombay port, the benefits accruing to workers on account of restoration of overtime alone is about Rs. 80 lakhs per annum. Apart from this, a number of measures have been taken in individual Ports also to remove the genuine grievances of the workers.

The Unions affiliated to All India Port and Dock Workers Federation (HMS) served notices of strike from 27-10-1978 onwards on port authorities of Bombay, Calcutta, Madras, Visakhapatnam, Cochin, Mormugao, Kandla and Paradip threatening to call a strike from the 16th November, 1978 over a charter of demands. The unions affiliated to the Port, Dock and Waterfront Workers' Federation of India (AITUC) also served strike notices in Calcutta and Visakhapatnam. The Unions affiliated to Water Transport Workers' Federation of India (CITU) served strike notices at Cochin. The strike notices contained many local demands, while some of the demands are of all India nature such as revision of Piece Rate Schemes, rectification of anomalies and discrepancies arising out of the implementation of the W.R.C. recommendations, increase in rate of increment, etc.

One of the major pending demands of workers relates to revision of piece-rate schemes. Government has already agreed in principle that piece-rate schemes will be revised and also extended to new categories, wherever feasible. In June, 1978, discussions were held with the representatives of the Federations of port and dock workers for this purpose. The representatives of the Federations insisted that the revision should take place through negotiations at Port level. I am happy to say that these negotiations have been successful in Mormugao, Kandla, Cochin and Visakhapatnam. Negotiations in other Ports are in progress.

Another major demand relates to rectification of anomalies arising out

[Shri Chand Ram]

of the implementation of the recommendations of the Wage Revision Committee. It took some time to set up the machinery for this purpose as there was difference of opinion in the matter between All India Port and Dock Workers Federation and the other three Federations. Eventually, an officers' level Anomalies Group was set up on 26th April, 1978. The Group has already visited all the Ports and held discussions with the Unions except in Bombay where some of the Unions affiliated to the All India Port and Dock Workers' Federation did not co-operative.

Our Government believes firmly in negotiated settlement of all labour disputes. In conformity with this approach, on 10-11-1978, I called a meeting of the representatives of four all India federations for port and dock workers, namely, All India Port and Dock Workers' Federation (HMS), Indian National Port and Dock Workers' Federation (INTUC) Port, Dock and Waterfront Workers' Federation of India (AITUC) and Water Transport Workers' Federation of India (CITU). Shri Ravindra Varma, Labour Minister also participated in the discussion for some time. The meeting was called by me to discuss ways and means to bring improvement and efficiency in the port operations and to increase labour productivity and to discuss major pending demands of labour. During the meeting I stressed the need for maintaining industrial peace in the major ports as the port industry plays a vital role in the economy of the country and appealed to the labour leaders for their cooperation. During the meeting I took note of some of the major pending demands of port and dock workers as identified in the meeting by representatives of the federations and assured the representatives that a decision would be taken on these demands by the end of November, 1978 at the level of the Government or

the Port Trusts, as the case might be.

While the leaders of the Indian National Port and Dock Workers' Federation, Port Dock and Waterfront Workers' Federation of India and Water Transport Workers' Federation of India agreed to these arrangements, the All India Port and Dock Workers' Federation did not respond to my appeal. However, with a view to arrive at a negotiated settlement over these major pending demands, I invited the representatives of all the four all India Federations for another round of discussion at Delhi on 24th instant.

While strenuous efforts were thus being made to arrive at the settlement on major pending demands expeditiously, I am pained to inform the Hon. House that the unions affiliated to All India Port and Dock Workers' Federation resorted to a sudden strike from the night of 15th November, 1978 in Bombay Port. The affiliates of this federation in the Ports of Madras, Mormugao, Kandla, Calcutta, Paradip and Visakhapatnam have also gone on strike from the mid-night of 16th November. They have also gone on strike in the Port of Cochin from the mid-night of 18-11-78. I am glad to inform the House that the affiliates of other three federations, namely, INTUC, AITUC and CITU have not participated in the strike, except in an isolated case in Madras where one of the INTUC Unions has also joined the strike.

As a result of the strike, manual loading and unloading operations in Bombay, Mormugao, Cochin, Madras and Kandla Ports have almost come to a stand still. However, the Oil Terminal at Butcher Island in Bombay is functioning and mechanical loading of iron ore and mechanical pumping of POL products at Madras and discharge of fertilizers through Marine Unloader in Kandla are continuing. Normal loading and unloading operations are continuing in Calcutta, Visakhapatnam, Paradip, Tuticorin

and Mangalore. The Marine Department in Calcutta Port has, however, been adversely affected.

The financial impact of strike in the port industry is multifarious, covering a variety of private interests such as shipping companies, importers, exporters, and indirectly agriculture, industry and consumers. It is not possible to compute all these losses on account of the strike. Losses to the Port Authorities, Dock Labour Boards and public exchequer also cannot be assessed so soon.

A strike in the Ports at this juncture will seriously affect our efforts at improving the lot of the people. The delay in unloading of fertilizers will deprive the farmers of the required fertilizers at this crucial time for sowing the rabi crops, which will adversely affect food production in the country and the income of the farmers. Shortage of petroleum products due to delays in handling of imported supplies will put many power stations out of commission, causing unemployment amongst workers engaged in the factories served by these power stations. Similarly delays in unloading of edible oils and other essential consumer goods will increase their prices for the poor consumers. Export efforts will also be adversely hit.

I hope that the All India Port and Dock Workers' Federation will call off the strike in the larger national interest and participate in the discussion called by me on 24-11-1978 so that negotiated settlement can be arrived at on the pending demands. Shri Ravindra Varma, Minister of Labour, is exploring the possibilities of the strike being called off by the federation and I hope that his efforts will bear fruit soon.

**SHRI AMAR ROY PRADHAN:** I am very sorry to hear the statement made by the hon. Minister. I had a faint hope that the Janata Government

would have learnt some lesson from yesterday's protest march against the Black Bill, the Industrial Relations Bill, but I am sorry the Janata Government is still suffering from its anti-labour policy.

The Port and Dock workers' strike is not a day-to-day affair. During the last 30 years, it was for eleven days in 1958, for five days in 1975 and now it has been going on for the last five days. My first appeal to the Janata Government and to the hon. Minister in particular is this: please do not make it as a prestige issue and do not be guided by anti-labour policy.

I do not agree with the hon. Minister in what he has said in his statement, in para 8. It is a fact so far as our information goes—that out of the ten major ports, Bombay, Mormugao, Cochin and Kandla are completely paralysed due to the strike while Madras and Calcutta also remain virtually paralysed. Moreover, it is a fact that Government is trying its best to break the strike through some unscrupulous and heinous activities in Calcutta such as posting of the Navy Ship, 'Nirdeshak', in Netaji Subhas Dock with naval officers. It is reported that as a result of the strike, 94 ships are stranded in at Bombay, 35 in Calcutta, 17 in Goa (carrying ore to Japan), 30 in Madras and 20 in Cochin. It is surprising that the Minister has tried to call it a partial strike.

Regarding their demands, I would like to say that the demands of the All India Port and Dock Workers Federation are quite reasonable and justified. They have submitted a memorandum long ago but nothing has been done so long. Even now they are ready for negotiations with the government for a settlement. In to-day's newspapers it has been reported:

"Shri S. R. Kulkarni accompanied by 121 dock workers' leaders has been here for more than two days....."



[Shri Amar Roy Pradhan]

MR. Kulkarni is reported to have said:

"We do not want the strike and cause loss to the nation. We have not presented any new demands. There are several demands which have been long accepted by the government. It is for their implementation that the government has not given its formal approval."

It is reported in to-day *Statesman*.

"Mr. Kulkarni said at night that inter-union rivalry was not the issue germane to the strike. 'If the government is not prepared to have a negotiated settlement, the strike will continue.'"

I would like to know very clearly from the hon. Minister (1) Whether the government is ready to consider the Charter of Demands of the Dock Workers without asking them to first call off the strike or the Government will not insist that the Federation should first call off the strike?

(2) Will the Government immediately open talks for a settlement instead of waiting for the 24th, the date fixed for talks by the Ministry and which has been referred to in the last paragraph of the Minister's statement?

These are my two questions.

SHRI CHAND RAM: I think I have made the position of the Government very clear in the statement itself and I have always kept the door for negotiations open.

I have also made the position of the Government clear in reply to a call attention motion in the Rajya Sabha. Our doors are always open and we are not prepared and I hope the House will concur with me, that we are not prepared to talk to those people who say that they will go on strike and hold the whole nation to ransom. This is my position. We are always prepared to negotiate with

them and said that for the deadline... (*Interruptions*)

SHRI SAUGATA ROY (Barrackpore): To strike in a fundamental right.

SHRI CHAND RAM: Even before the deadline of the 16th I was prepared to call a meeting with this Federation. (*Interruptions*) Our friends are talking. Need I remind them the days of the emergency? (*Interruptions*)

MR. SPEAKER: Mr. Minister, please answer the question and not the other interruptions.

SHRI CHAND RAM: We arrived at a settlement with this Federation and other Federations in July 1977 and most of their major demands have been met and as a result of that acceptance we have paid Rs. 46 crores as arrears with retrospective effect from 1st January 1974. Does this show any anti-labour attitude on the part of this government?

Moreover Rs. 90 crores is the annual burden that has come on the government as a result of that agreement. Now that also we have accepted.

I have also clarified that at Bombay which has been badly affected, we have also paid Rs. 80 lakhs as overtime, an amount which was given as a result of the restoration of the overtime that was stopped during emergency days.

On 20th October I settled with the BPT employees that those posts which were abolished during the emergency would also be restored.

These are the steps I have taken. Sir, we are always prepared but one federation is unreasonable, is it not the duty of this House to bring them round to the table and negotiate with us? I am prepared to discuss with them even today, even this afternoon, tomorrow and continue to sit with them if they are prepared. I



have made my position clear. This federation, in to-day's papers I find, have again insisted that they have given a draft agreement to my colleague, Mr. Varma, that they are prepared to talk with Government only if the Government is prepared to negotiate with this Federation only. This position we are not going to accept.

Sir, when the other three Federations have all stood by that they are agreeable to negotiate, why this Federation alone is not prepared to negotiate?

MR. SPEAKER: You have made your point. Mr. Barua.

SHRI BEDABRATA BARUA (Kaliabor): Sir, the Minister's statement leaves many things unclear. It is unfortunate that in a matter in which the nation's welfare is involved and a huge production loss is involved, the Government has not been able to settle the matters expeditiously.

Sir, first of all, I would like to know from the hon. Minister the extent of actual losses that the country has suffered in imports and exports in terms of loading and unloading. Government should be in a position to say as to the extent of loss suffered in the normal loading and unloading and the actual loading and unloading that is taking place in the country to-day. Rival claims have been made. This is not a question of who penalise the economy more. I do not agree with this type of thing. In a poor country like ours it is not necessary that this situation should have developed. I would like to know as to why the agreement had been reached by Government. Government says very benevolently and with a great amount of fanfare they have announced that an agreement was reached in July 1977. Why is it that it took just one year for them to set up this Anomalies Committee? I am not interested to know as a Member of this House as to who was responsible

for this. After all, it is the duty of the Government to set up the Anomalies Committee. Even after negotiations which they dragged on for more than a year, they did not come to any better position. After that, what did they do? They excluded the workers because the Federation did not want to sit in that Committee. So, naturally, the Government, by its dilly-dallying and prevarications did not really come to any settlement on this issue. The matter was delayed. It is very disappointing. I would like to know: what is the actual position and at what irreducible terms—terms and conditions—the Government would negotiate. It is not only that the workers are accused of standing on prestige but it is, I think, Government itself who is accused of standing on prestige. Who takes the credit for this? As a Member of this House or as a citizen of this country I am not involved in that kind of thing. I would certainly like to see that this matter is settled. It is not a question of somebody's taking the credit for imposing losses on the country. I would like to know really whether Government takes the position that the strike is illegal. The Minister was on record in the newspapers to say that the strike was illegal. In his statement he said that the strike is illegal. If the strike is not illegal, he must negotiate with the strike leaders. If it is illegal then he must try to convince us that it is illegal and he must justify that before the House.

About the whole thing, I would like to know: whether the Minister proposes to sit with the Opposition to negotiate with all the trade unions. I have got a feeling from the newspaper reports that the whole matter is a conflict between two sections of the Janata Party as well as two sections of the Union Leaders. It would be very unfortunate if this is so. Accusations have been made that the Government has not been able to function as one. In this particular

[Shri Bedabrata Barua]

situation, we would like to know one thing. On what basis the Government has said that there is not much of a difference and the workers have said that there is not much of a difference except for the immediate implementation. Government should have come forward with immediate implementation. It should not be allowed to the Bureaucratic bungling to stand in the way of the immediate implementation. Who is standing in the way of the Government for their implementing the decision unilaterally and discussing with all the unions at the same time? I would like to know whether Government would take steps expeditiously. They have been saying that the strike would be called off in four or five days. The issue is not so much of national loss. (*Interruptions*).

MR. SPEAKER: You have made your point. Let the Minister reply.

SHRI CHAND RAM: Sir, I quite concede that the loss to the economy, of the country and to the poor consumers may be colossal. It is already immense. That is why I made my position clear in my statement that the hon. Members in this House can persuade those people to see reason as also see as to how the losses could be avoided. Sir, when the strike notice was given on 22nd October I fixed the meeting between November where all the federations were to be represented. This federation then said that they want some items to be singled out out of those items which have been referred to the Anomalies Group. I said, 'Alright'. I have no quarrel with that if you can identify those items which may be taken up by the Government immediately.' Some items were identified with the consent of this federation when other federations were also present. With the consent of all these federations certain items were identified which could be taken up out of the Anomalies Group. I assured this federation

that we will be taking the decision by the end of November. I did not want the federation to wait upto 30th November but I was busy in the meetings of the Transport and P.W.D. ministers which I had called two months ago. Therefore, the first day I could be free was 24th. I also wanted my officers to consult Finance, Labour and other Ministries because say, for example, there is the question of disparity in pay scales and if we concede the demand as according to the federation it may have its repercussions in other public undertakings. Therefore, I said to wait for some time and I can decide by 24th November and then all the federations were informed by telegram that I am prepared to discuss with all the federations on 24th. They did not want to wait. That is why some friends have said that it is a question of inter-Union rivalries and there is quarrel between Shanti Patel and Mr. Kulkarni. I leave the inference to be drawn by the hon'ble Members. My position and Government's position is very clear that we wanted to negotiate and we wanted certain time. That time was not far off but this federation in order to establish its own supermacy and they are saying it in the statement which has been published today that they have establish the supermacy.

Sir, in the port it is not a question of establishing supermacy by one federation. Even if one worker stops the work on the crane then the whole port comes to standstill. Therefore, I said that I am prepared to talk with all the four federations so that some industrial truce could be arrived at. I offered that in addition to these demands I am prepared to sit with them for three to four days and we can arrive at a settlement which can last for coming five years. Regarding the loss I do not want to say as I have already made the position clear.

SHRI CHITTA BASU (Barasat): Sir, I have listened to the statement made by the hon'ble Minister. So far

as the spirit of the statement is concerned he has enunciated the Government's policy of negotiated settlement. To that extent I have no disagreement with the Government policy. But, Sir, the House should know the genesis of the strike. As has been amply made clear by this striking organisation, an agreement was reached on these very major issues as long ago as July, 1977 and all the workers, irrespective of their affiliation—whether they were in INTUC, HMS, AICU or CITU—have been agitating for the speedy implementation of the agreement reached in July, 1977. My charge against this Government is this. Why were they sitting all these 15 months over the implementation of their agreement? Sir, you will be surprised to know that they took one year's time and then there was one Anomalies Committee. I would also like to read out from his statement and tell you what they have done just to create another anomaly in the history of the trade union movement. Just look at his statement. He says: 'I am prepared to talk, but the condition is that the strike must be withdrawn.' This is not a democratic approach. Whoever might have called for the strike, whether the strike has been a complete one or a partial one, it is still their inherent right. It is the inherent right of the workers to call for a strike, to join a strike and to continue the strike. Now, he has got the audacity to say that they should withdraw the strike first and then only they can come for a negotiated settlement. What is this? This is not a democratic attitude or exhibition of a sympathetic attitude, towards the trade union movement. I do not think he can adopt that kind of an approach. The approach should be really to have a negotiated settlement and for that they should create a congenial atmosphere for such negotiated settlement. But instead of having that approach, they took the first possible opportunity of declaring the strike illegal. They declared the strike illegal at Bombay. They called for the navy in Calcutta,

and they were about to deploy the navy in Bombay. It is not in tune with the statement which he has made just now. But, I feel, the workers should unitedly fight for the redressal of their grievances. There is the necessity of calling for all the Federations. Therefore, Sir, I agree with the hon. Minister that settlement should be on the basis of negotiation. The settlement should be arrived at after consulting all the unions, not only after consulting one union. But a congenial atmosphere is to be created for that kind of a peaceful negotiated settlement. Negotiation should be started without any condition. There should be no condition that the strike is to be withdrawn first, and then only negotiation will start. Will the hon. Minister assure us that without that condition he would settle the dispute as early as possible

My second point is this: The Bargemen have also joined the strike in Calcutta. They are demanding that bargemen should be treated also equally with the other categories of the dock and port workers.

MR. SPEAKER: Mr. Chitta Basu, please conclude.

SHRI CHITTA BASU: Just listen, Sir.

MR. SPEAKER: I cannot go on listening. You cannot make a debate. Kindly don't do it.

SHRI CHITTA BASU: My point is, the bargemen are also on strike, in the Calcutta port. My question is this: What does he propose to do to settle that? The Government appointed a committee called the Bargemen's Committee. The Committee did everything else, it went into the problems of the industry and so on, but it did not consider the question of the wage of the bargemen. They are party to the strike. May I know from the Minister whether they will also talk with them, discuss the matter with them and solve the problem of

[Shri Chitta Basu]

the bargemen so that there can be industrial peace in the port itself? May I know whether the Government will take action in this regard?

SHRI CHAND RAM: The hon. Member has said that we should talk to them even if they are on illegal strike. Sir, the position is very simple. As soon as the strike notice is given, negotiations are started, consiliatory proceedings are started. When the consiliatory proceedings are started and the union joins the strike, that strike automatically becomes illegal. Now, does he want to say that we should talk to them even when they are on illegal strike? But, even then, during the pendency of the strike notice..

SHRI CHITTA BASU: No strike is illegal.

SHRI CHAND RAM: This strike notice had not expired. It expired on the 16th. But the Bombay people went on strike on the 15th. One illegality and then another illegality was there. Even then what was the position of the government? We invited them for a meeting on the 10th November. We invited all the federations; three federations agreeable, but they are not agreeable to a negotiated settlement. They say that they will hold the country to ransom and he has again reiterated that... (*Interruptions*) In his first statement, he has said that all kinds of raw materials will be stopped. He is threatening like this and should we talk to him?

Sir, he has also talked of the genesis of the strike. May I read from the BPT Employees Union's statement; this is a constituent of this federation. They have issued a statement:

"The so-called demands which are made a cause of the strike do not cover all the sections of the port and dock workers. It must be mentioned that the Government

and the employees including the port authorities have honoured the settlement of June, 1977 in respect of pay-scales, overtime allowance, house rent allowance etc. As a result, all the workers in Bombay have received arrears ranging from Rs. 2000 to Rs. 20,000."

This was the first time that such a large amount was paid to the workers as arrears. This is not my statement; this is the statement of one of the constituents of the Federation, the Bombay Port Employees. And still the hon. Member says that we have not implemented the agreement reached in July, 1977. It is only in respect of certain one or two demands—minor demands relating to pay-scales etc—that we have not been able to agree. There also, the fault lies with the employees, not with us but with this federation. They first wanted that representatives of the labour should be associated with this anomaly group, but then they resiled. They did not want the representatives of the three federations to be associated; they wanted only their representative to be associated. How could we reconcile to this position? All the federations have made the agreement and we wanted to associate all the federations. They said, that only officers group should be associated with the anomaly group, no representative from the labour should be associated.

Now, we set up this officers' anomaly group and it naturally took time. This anomaly group was to give its report by the end of December. They had to visit ten ports. I think, there are more than 100 unions in the various ports. Each of these unions had to be addressed letters requiring them to appear before them. With one or two federations, this anomaly group had discussions and I think, on 17th, they had the discussions with the INTUC. As I said, this anomaly group were required to present their report by December and I assured these federations that we will take a decision by 15th January, but they were not prepared to wait. Even then, I

singled out those items which could be settled right now. Our anxiety is to settle the matter, but their anxiety is to be unreasonable and to show their strength. This is the position.

So far as the question of bargemen is concerned, they do not come under the category of port labour. In fact, their demand is that they should be declared as workers of the port. I have knowledge that Mr. Kulkarni went to Calcutta. These bargemen are not port employees, but he instigated them to go on strike so that we cannot bring the vessels from the sand-head....(Interruptions). Still, I have requested the hon. Labour Minister to look into the grievances of these bargemen so that they can be satisfied.

SHRI VASANT SATHE (Akola): Sir, it is a sad commentary on the performance of the present Government that the hon. Minister has made a statement which shows the attitude of the Government towards the working class and their way of 'divide and rule' among the trade unions themselves. The hon. Minister knows full well that the most powerful Federation of dock and port workers is this federation—with whom he is reluctant to negotiate—headed by Mr. Kulkarni. The statement now made also makes it clear that in principle, Government has already agreed to the major demand. So, there is no dispute actually on the merits of the demand. Now it appears to be only a prestige issue for the Government to say that till the strike is withdrawn, it will not negotiate. I would like to know from the hon. Minister.....(Interruptions) Let us see your democratic approach. You persuade your people now. There are 10 union leaders of this very federation in Government and in power to-day. I would like to know their attitude. What have Mr. George Fernandes, Mr. Madhu Limaye, Mr. Madhu Dandavate and Mrs. Mrinal Gore to say on this? Do they agree with this attitude of the Government in saying that unless the strike is withdrawn, this Government will not negotiate with the employees? You cannot have double

standards. I would like to know from the Government....(Interruptions) You are having double standards. Mrs. Gore, come out with your standards now. (Interruptions) Why will they not negotiate, if on merits they have nothing against? And she talks glibly of illegality of strike.

Mr. Speaker, Sir, you have been a Judge. Can you tell me of a single strike that was considered legal?

MR. SPEAKER: I have stopped giving advice now.

SHRI VASANT SATHE: Mr. Speaker, as a Judge, has not found any strike to be legal. It is so because the law is such. Mr. Ravindra Varma is there. Under the industrial law as it stands now, can any strike ever become legal? So, how do you talk about illegality of the strike? Talk about justifiability. They gave you notice on 27th October. You have been dragging your feet since June, on their demands. You did not have time to sit and even concede their legitimate demands, since June. And then they gave notice on 27th October. After that notice, why did you not, till 15th November, talk to them? You come and tell us that illegality was there because on 15th night they went on strike. Technically it is not so. The date is 16th, because if they did it from 12 midnight, it becomes 16th. But why did you wait till 15th and not negotiate with them? This is your attitude.

Mr. Chand Ram, I would request you not to stand on prestige. It is not democratic. You should negotiate and come to a settlement, when you concede that on merits the demands are justified. Don't make it a prestige issue. It will be to the tremendous cost of the country, if you make it a prestige issue. I would ask the Minister to be true to his democratic protestations and say here and now that he would not wait for the strike to be withdrawn. It is their right, as you yourself concede.

**SHRI CHAND RAM:** I think the hon. Member has brought in some irrelevant things.

**MR. SPEAKER:** In this House you cannot complain about irrelevancies.

**SHRI CHAND RAM:** In view of his statement that it was a sad commentary on the part of the government, I said so. I have already pointed out that an agreement was arrived at in July. Within two months, not one or two crores, but Rs. 46 crores ....

**SHRI VASANT SATHE:** Have you given charity? It was their due.

**SHRI CHAND RAM:** Did we not restore the ex-gratia payment? I have already mentioned that. His government stopped this ex-gratia payment. We restored it even when we were running into loss. We issued an ordinance that bonus would be paid. He must remember all this....*(Interruptions)* They stopped payment of overtime during the emergency. As a result of the agreement that will be implemented the minimum pay has gone up by Rs. 85/4 per month for each worker.

**SHRI VASANT SATHE:** That is not the point.

**SHRI CHAND RAM:** He also said that we were standing on prestige. For us it is not a question of prestige. As head of the conciliation machinery, Mr. Ravindra Verma talked to the federation, to Mr. Kulkarni. If I show you the draft agreement that he has given yesterday at about 9 O'clock, it will expose him that he is making unreasonable demands; he says, unless those are accepted I will not call off the strike. Is it the federation which is standing on prestige or the government? I want to know from the hon. Members of the House. With this government the doors of negotiation are always open. I invited him for a discussion around the table on 24th. They were not prepared to wait.

**MR. SPEAKER:** Even good points need not be repeated.

**SHRI CHAND RAM:** In this country there are many persons who are aggrieved and who are not getting what is their due. The producers, the growers of foodgrains, if they strike; if they say that they will have a strike, what should be done? He is not having the interest of those people who are not getting one meal a day but he is fighting for those persons who are getting Rs. 800 per month....*(Interruptions)*

**SHRI VASANT SATHE:** You do not pay the cane growers; you cannot talk about the poor sugarcane growers.

**SHRI K. MALLANNA (Chitradurga):** I went through the statement very carefully and heard his speech also very carefully. I have got my own doubt whether the hon. Minister Mr. Chand Ram has got full facts with him. I read in the paper the hon. Labour Minister Mr. Ravinder Varma and Prof. Madhu Dandavate are involved in conciliation efforts in negotiations. That is why I say he is not fully aware of the facts. So far the effect on the economy is concerned, he has stated that it has got a bad effect on the economy of the country. Then why should he not come forward with sincere efforts to settle this issue? He has not come forward. He only says that it has a bad effect on the economy. He is indulging in sabotaging the strike, which is the inherent right of the workers. He used lathi charge in Vishakapatnam, Marmagoa and other places. He says the strike is politically motivated. Instead of going into the problem and solving it, he says it is a politically motivated strike. He says, Navy will be deployed at the ports and Army will be deployed at the ports. So far as the labour policy is concerned, the Janata Party is following anti-labour policies. Some of the Janata MPs say that the military should be sent to handle the situation. That means these people are not genuine and sincere in their approach to the problem.



What is the situation now? The entire working class, irrespective of their political affinities, are united in opposing this. In this context, the Minister should have come forward with negotiation on all the demands which were agreed to. May I ask whether the Minister is sincere in his efforts to end the strike, why this pre-condition was imposed on the workers and what is the effect on the economy in terms of money?

MR. SPEAKER: The Minister has already mentioned that. He may be satisfied or may not be satisfied with it.

12.50 hrs.

## COMMITTEE OF PRIVILEGES

### THIRD REPORT

PROF. SAMAR GUHA (Contai): I beg to present the Third Report of the Committee of Privileges.

SHRI SAUGATA ROY (Barrack-pore): Under rule 184 I move for a discussion of the report. The report has already come out in the papers today. There should be a fullfledged discussion in the House.

MR. SPEAKER: If you invite my attention to any paper, I am proposing to take action against the paper.

SHRI SAUGATA ROY: The report has come out in the papers today. I will write to you.

MR. SPEAKER: Please submit a cutting. This is a very important matter. If anything like that has happened, it is really very serious. Mr. Saugata Roy, I would like to talk to you about some procedural matters. Will you please meet me sometime?

SHRI SAUGATA ROY: Yes, Sir.

SHRI K. P. UNNIKRISHNAN (Badagara): Under rule 315(1) I move that the report be taken into consideration.

MR. SPEAKER: Please give in writing.

SHRI K. P. UNNIKRISHNAN: May I request that all the records and documents concerning the report, including details of it, may be made available to Members either in the library or some other place?

PROF. SAMAR GUHA: All the details are there.

SHRI K. P. UNNIKRISHNAN: Only a summary is given.

PROF. SAMAR GUHA: Not summary; all details are there.

MR. SPEAKER: The published report is available. If you want anything more, I will make it available.

SHRI K. P. UNNIKRISHNAN: All the papers must be made available to all the Members.

MR. SPEAKER: Some of the papers are rather important. I want to keep them as safe as possible.

SHRI K. P. UNNIKRISHNAN: It can be in your custody. But before you fix a date, it must be made available to the Members.

श्री उग्रजैन (देवरिया) : यह जो रिपोर्ट है क्या इसको सदस्यों में वितरित किया जाएगा?

SHRI SHYAMNANDAN MISHRA (Begusarai): My respectful submission is that the motion should not be in the name of any other member except in the name of the Chairman himself.

In case the motion says that this be taken into consideration by the House and the House has to come to certain conclusions about it, then it would be proper for the Chairman of the Privileges Committee to come forward with a motion for the consideration of the Report. It should not be in the name of any other Member.

MR. SPEAKER: I cannot help it if somebody else gives a notice. Anyhow, I will look into it. Anybody can give notice of a motion.

SHRI SHYAMNANDAN MISHRA: The Report itself says....

MR. SPEAKER: I have not got it.

SHRI SHYAMNANDAN MISHRA:  
Kindly bear this in mind.

MR. SPEAKER: Yes, I will bear it in mind.

SHRI HABI VISHNU Kamath (Hoshangabad): Sir, on a point of order. I would invite your attention to rule 315, sub-rule (2), which permits a debate not exceeding half an hour. But, considering the importance of this Report. . .

MR. SPEAKER: We will look into up when the motion comes. We will consider it when the motion comes.

SHRI SHYAMNANDAN MISHRA:  
There must be enough time.

MR. SPEAKER: We will look into it.

12.57 hrs.

# ADDITIONAL DUTIES OF EXCISE TEXTILES AND TEXTILE ARTI- CLES) BILL\*

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): I beg to move for leave to introduce a Bill to provide for the levy and collection of additional duties of excise on certain textiles and textile articles.

MR. SPEAKER: The question is:

"That leave be granted to introduce a Bill to provide for the levy and collection of additional duties of excise on certain textiles and textile articles."

*The motion was adopted.*

SHRI ZULFIQUARULLAH: I introduce the Bill.

## STATEMENT RE. ADDITIONAL DUTIES OF EXCISE (TEXTILE AND TEXTILE ARTICLES) ORDINANCE

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI ZULFIQUARULLAH): I beg to lay on the Table an explanatory statement (Hindi and English versions) giving reasons for immediate legislation by the Additional Duties of Excise (Textile and Textile Articles) Ordinance, 1978.

## MATTERS UNDER RULE 377

(i) SELECTION OF PLAYERS FOR INDIAN CRICKET TEAM THAT TOURED PAKISTAN.

MR. SPEAKER: Shri K. Gopal wants to have precedence, because he has to attend some committee meeting.

SHRI K. GOPAL (Karur): Sir, under rule 377, I wish to raise the following matter of public interest.

Contingents and teams are sent to foreign countries to take part in sports and games. Recently, an Indian Cricket team toured Pakistan and the performance of the team was miserable.

Selections are made on the basis of merit and so far there has been no other consideration for any player to be included in the teams that have gone abroad of played in our own country against foreign teams. We lost the test series with Pakistan miserably owing to many factors. One of the factors appears to be the partiality of those who are in charge of the teams in selecting the right players. Even commentators observed that due to weightage to individual merit has not been given in the selection of Indian team that played all the three tests. For example, we chose to field the team without an off spinner, which has not happened in the recent years. This

\*Published in Gazette of India Extraordinary Part II, section 2, dated 21-11-78.

†Introduced with the recommendation of the President.



gives room to suspicion. This has caused widespread resentment in the southern part of our country and the student community in Madras and other places are very much agitated over this. A memorandum has been given to the Minister in this connection. I want to bring it to the notice of the House.

SHRIMATI PARVATHI KRISHNAN (Coimbatore): I want to point out . . .

MR. SPEAKER: Don't record.

13 hrs.

SHRIMATI PARVATHI KRISHNAN:\*\*\*

SHRI K. GOPAL: I, therefore, request the Minister of Education and Social Welfare to appoint a committee to go into the performance of our team in Pakistan and the mode of selection. This is necessary because we have to give an impression that in the field of sport no regional or personal consideration will be the factor. I also request him to inform the Board of control for Cricket that no criticism from public in the matter of selection will be tolerated.

MR. SPEAKER: The House stands adjourned till 2 O'Clock.

13.01 hr.

*The Lok Sabha adjourned for Lunch till Fourteen of the Clock.*

*The Lok Sabha re-assembled after Lunch at five minutes past Fourteen of the Clock.*

[MR. DEPUTY-SPEAKER in the Chair]

MATTERS UNDER RULE 377—contd.

(ii) REPORTED DISTURBANCES IN BIHAR ON THE QUESTION OF RESERVATION FOR BACKWARD COMMUNITIES IN GOVERNMENT SERVICES.

MR. DEPUTY-SPEAKER: Dr. Ramji Singh.

डा० रामजी सिंह (भागलपुर) : उपाध्यक्ष महोदय, मैं नियम 377 के अधीन सभा में प्रबलित भारतीय लोक महत्व के बिहार में आक्षेपण के प्रश्न को लेकर भयानक तोड़फोड़ और आगजनी के सम्बन्ध में निम्नलिखित वक्तव्य देता हूँ :

“यह दुर्भाग्य की बात है कि बिहार में पिछड़ी जातियों को सरकारी नौकरियों में आरक्षण दिए जाने के प्रश्न पर व्यापक रूप से अशांति की ज्वाला फूट पड़ी है और शिक्षा संस्थाएँ तो बन्द हैं ही, साथ साथ व्यापक तौर पर आगजनी और तोड़फोड़ हो रही है। कल तो सरकार को कई जगहों पर गोलियाँ भी चलानी पड़ीं लेकिन स्थिति सु रने के बजाये बिगड़ती ही जा रही है। एक तरफ जनता पार्टी के घोषणा-पत्र में पिछड़ी जातियों को सरकारी नौकरियों में 25 से लेकर 33 प्रतिशत तक आरक्षण देने की घोषणा की गई थी। दूसरी तरफ प्रधान मंत्री जी ने उस काका कालेलकर योजनाओं की सिफारिशों को वर्तमान परिस्थिति में मल्यांकन करने के लिए एक पिछड़ा वर्ग आयोग की स्थापना की है और पटना में उन्होंने इस सम्बन्ध में सार्वजनिक भाषण भी दिया था उसके बाद भी समस्तीपुर संसदीय उप चुनाव के पूर्व ही मुख्य मंत्री की घोषणा हुई। यह निश्चय ही है कि इस अशांति के पीछे समस्तीपुर चुनाव का दंगल सामन है। हर जगह लोगों की भावनाओं को भड़का कर अपना उल्लू सीधा करने का प्रयास है। लेकिन यह प्रश्न कोई दल का नहीं है, सम्पूर्ण देश का है इसलिए मैं प्रधान मंत्री जी से विनम्रतापूर्वक आग्रह करना चाहता हूँ कि बिहार को इस आग से बचाने के लिए राष्ट्रीय एकता समिति की बैठक शीघ्र आहूत करें और विरोधी दलों के नेताओं से इस सम्बन्ध में वह राष्ट्रीय स्तर पर बातचीत करें। इस काम में जितना भी आलस्य होगा उससे उतना ही अधिक नुकसान होगा। नुकसान केवल आर्थिक ही नहीं होगा बल्कि समाज में कटुता फैलेगी और सार्वजनिक स्वास्थ्य भी नष्ट होगा।”

(iii) NEED OF LEGISLATION FOR REFORMS IN ELECTORAL SYSTEM.

SHRI EDUARDO FALEIRO (Mor-mugao): Sir, under Rule 377, I raise the following matter of urgent public importance:

There is a general consensus of opinion in the country as to the urgent need of reforms in our electoral system. However, though the Government is committed to bring about such

\*\*\*Not recorded.

[Shri Eduardo Faleiro]

reforms, it has been delaying them and upto now not even tentative decisions in this regard have been taken. Meanwhile, the Chief Election Commissioner, at the inaugural session of the Conference of Chief Electoral Officers recently held at Ootacamund and in other forums has suggested some relatively easier steps that could be taken to make elections cleaner. The proposals of the Chief Election Commissioner are non-controversial and, I therefore, request the Government to introduce necessary legislation to give effect to them at the earliest. I would also request the hon. Law Minister to make a statement in this regard at a very early date.

(iv) **REPORTED SHORTAGE OF FERTILISERS AND DIESEL IN UTTAR PRADESH.**

श्री बबू सुषम तिवारी (बलीलाबाद) : उत्तर प्रदेश और विशेष कर पूर्वी जिलों में इस समय गेहूँ की बुवाई के समय खाद एवं डीजल का अभाव हो गया है। बस्ती जिले में जब कि 1 लाख लिटर प्रतिदिन डीजल की आवश्यकता है, तो केवल 10 हजार लिटर से भी कम मात्रा में डीजल उपलब्ध कराया जा रहा है। इस अभाव के कारण गेहूँ की बुवाई रुकी पड़ी है तथा व्यापक पैमाने पर चोर-बाजारी और मनाफा-खोरी हो रही है जिस से किसानों का शोषण हो रहा है। अतः सरकार खाद और डीजल किसानों को अविलम्ब उपलब्ध कराने की व्यवस्था करे।

(v) **REPORTED SUFFERINGS FACED BY PEOPLE OF CACHAR AND GOALPARA DISTRICTS OF ASSAM DUE TO DACOITIES FROM ACROSS THE BANGLADESH BORDER.**

SHRI AHMED HUSSAIN (Dhubri): Mr. Deputy-Speaker, Sir, under rule 377, I want to raise the following matter of urgent public importance:—

The people living in border areas have to lead their life in fear and terror. Assam is a State where vast areas fall between India and Bangladesh border, particularly in the districts of Cachar and Goalpara. The people of both these districts have to suffer a lot due to dacoities, cow-lifting, etc. Their economic condition is becoming worse day by day.

Sir, the vast areas of my constituency in the Goalpara district of Assam from Satrosal to Mankachar, fall between the Indo-Bangladesh border. The economic conditions of these people are the worst. They are fighting a lot with their fortune for survival and somehow they are leading their life. But due to frequent dacoities, cattle-lifting, etc., the conditions of these poor people in these border areas of Assam have become miserable. Almost daily dacoits from Bangladesh enter inside the Indian territory and, with the help of local agents, they loot the belongings of these border people and lift cows, buffaloes, etc. As a result of these frequent happenings, people are living in terror and are spending sleepless nights. The police and the BSF have become inactive and undependable.

Wherever I proceed in these border areas of my State, fed-up people in tears narrate the terrible and pathetic looting of their property by the Bangladesh miscreants. No steps appear to be feasible or readily available by the Centre or the State Government to investigate the cases and assure safety and grant compensation to these affected people. Even complaints and several representations have been turned down, they have fallen on deaf ears. Some instances have also been brought to my notice in which the BSF people are harassing some innocent farmers in the name of Bangladesh infiltrators.

I have once referred to some of these instances on the floor of this House and brought these to the notice of our previous Home Minister, but nothing has been done to redress the grievances of these border people. To the following public demands and suggestions, nothing has been done so far, for these, I seek the immediate intervention and urgent action:—

- (1) The border areas between Satrosal and Mankachar should be fenced and all the border villages should be electrified and funds should be released on topmost priority.

(2) An active pilot project should be launched through the Civil Defence Organisation to enroll unemployed youth volunteers from each border village with a branch headquarters in each Gram Panchayat. Sufficient number of volunteers should be engaged daily and incentives to the tune of minimum wages should be paid to them on an experimental basis.

(3) Sanction immediately compensation to the extent lost due to dacoity and cattle-lifting.

(4) Construct an RCC Cattle Shed for each border village with accommodation for 30 to 40 persons guarding the cattle.

(5) A special Cell should be created in these areas under the charge of a Deputy Commissioner and monthly reports be submitted to the Centre for perusal.

With these words, I conclude my statement.

14.15 hrs.

# WATER (PREVENTION AND CONTROL OF POLLUTION) AMENDMENT BILL—Contd.

MR. DEPUTY-SPEAKER: Now we proceed with the further consideration of the Water (Prevention and Control of Pollution) Amendment Bill.

Shri Shri Krishna Singh.....He is not here. He was on his legs and was supposed to continue his speech.

THE MINISTER OF WORKS AND HOUSING AND SUPPLY AND REHABILITATION (SHRI SIKANDAR BAKHT): Yes, Sir, he had just started.

MR. DEPUTY-SPEAKER: He is not here. So I call Shrimati Parvati Krishnan.

SHRIMATI PARVATI KRISHNAN (Coimbatore): I agree with many of

the Members who have spoken earlier, that it is very necessary for us to have a comprehensive legislation on this whole question of environmental pollution. Earlier when the Bill on Air Pollution was referred to the Select Committee, the same point was made that this piecemeal dealing with one after the other, I do not think, is sufficiently imaginative nor is it going to really answer the purpose.

The amendment that is being brought—I will come to that later. But what I would like to impress upon the Minister is that the concept of pollution is itself relatively new in this country. We have been talking about it and in general there has been some knowledge or some awareness. But if you take the country as a whole, the whole concept of pollution is quite new I do not think that it has been studied in sufficient depth and I would say that this type of legislation also shows that, because, what I feel is what is immediately needed are steps to regulate and avoid serious pollution problems and these should be initiated without waiting for a seasoned anti-pollution approach as in other countries.

When we raised this question of a comprehensive legislation, the Minister gave us to understand that the matter is being examined, it is being investigated and so it takes time and 'we are aiming towards that', etc., etc. Sir, is it not his duty to bring it? Because the point is to set the matter going and then set out the process of implementation also because even the implementation of the Water Pollution Act has so far, as far as I can gather from the various investigations that I have personally carried out or from discussions that I attended in various conferences, seminars and so on, been very much on a symptomatic basis and an absolutely scientific approach to it to see that all our technical know-how and technical resources are adopted to the maximum to make the people aware of the environmental pollution, I am afraid, is not yet there.

[Shrimati Parvati Krishnan]

Even when we visited various States and studied some of the water pollution works, what did we find? The Chairman or the Secretary are those who have been on deputation from some other service, usually from your own, that is, the Plan, either of the State or of the Centre, and some have also made remarks that they are not so interested in this work because the parks are limited in this work. I am not going into that. That is the song sung by many. I think you know what I am referring to. Therefore, they are not enthusiastic about it because the personal stake is not there and the personal stake comes when there is really that dedication to this whole problem of environmental pollution.

It has come at a time when many of the advanced countries have shown us what the dangers of environmental pollution are with growing industrialisation and so on. Therefore, you have a tendency sometimes of some people saying that this is the trouble with industrialisation. Therefore, what is the conclusion? No industrialisation. Not at all. Science has advanced for enough and our scientists are also capable enough of helping us to see that industrialisation takes place avoiding the pitfalls of environmental pollution which some of the advanced countries have landed themselves in, and we should make full use of that advantage and go forward on that. Therefore, it is not only that remedial measures should be undertaken and that is not what is being done now. You take, for instance, the Gwalior Rayons in Mavoor. For years and years the workers there were pointing out the widescale pollution taking place with the water there. Did the government take notice? No. Did the various authorities take notice? No. Therefore, vegetation, your flora and fauna, the fish in the region and humane beings have always been affected. Similarly in Nagda. Therefore, you know where the rayon industry is

coming up, from the word 'Go', you should go into it to see that the necessary machinery and devices for controlling the effluents should be there. They have got another argument also. When I discussed with some scientists, they said that where there is discretion, it is going to be a difficult job. Even in America they are finding it difficult. What happens is that an industry has to close down before certain things are done and it takes a long time and so many people will be out of work. What kind of an argument is this? In a country like ours which is still backward, industrially speaking, what kind of an argument is it? Already in places like Mavoor, Nagda and Sirumugai where these rayon factories have come up, the Government and the industries were warned about it in the very beginning. Therefore, what is very necessary is that you should make your people also aware of it so that when an announcement of a factory is due to come up, the public opinion is also built up and public opinion has taken note of it. It is not only a question of public opinion being generated. What happens is this. In the entire tribal areas where people are still very backward in terms of literacy, education and so on, your employers will go and answering to the great call by the great Shri George Fernandez to build up backward regions, bring in their own industries there and you will have more problems of air pollution, water pollution and noise pollution there. Who will suffer? Your tribal people will suffer who, as it is, are living below the poverty line. Therefore, it is necessary that you should have a very widespread network of spreading the whole knowledge that is required about the environmental pollution to the public as a whole. Take your cities. For instance, in your cities, how much of social education is carried out from the school level onwards in order to bring as part of the conscience of the people the fact that they should be extremely hygienic in getting rid of their refuse, their garbage and so on. Do you

mean to say that there is no water pollution there? It is not only water pollution that is there where industries come into being but effluents are also there. Water pollution is something much wider. It can affect your cities, your towns and villages. It can affect your hydro-electric power generation, your wild life, forests, tribals and so on.

Therefore, what I would like to appeal to the Minister is that instead of just having this piece-meal legislation firstly you have your legislation in order to ensure that standards are kept up. You have to encourage your organisation such as the NIRA in Nagpur to see and work out what are the permissible levels anywhere and what are the permissible levels we have got in regard to air pollution etc. You know that the permissible level standard that is taken is from the U.S. or U.S.S.R. But, what is their climate there? What is their vegetation and what is the state of industrial advance there? What is the agricultural advance there? Why is it that with your scientists who are here in the Indian Institute of Science and in your various schools of Science that exist or various post-graduate institutions that exist here you could not have your own Indian permissible standards? Surely, this is what we should see that they are applicable in this country. And these would be made applicable here and nobody will be allowed the escape route by saying that we are not so much advanced and our technology is backward. They cannot say that because the permissible standards that would be laid down would be for the Indian conditions and those conditions will be something that could be achieved here in this country.

So, this is an aspect that has to be given a very serious attention. Therefore, I would take this opportunity of requesting the Minister to see to it. I am not worried whether it is for the Health Ministry or the works and Housing Ministry to do that. I

think all of you are in the same boat. You are after all a Government and therefore you can have this coordination which is necessary between the Health and the engineering and other industries. What I would appeal is that you are really neglecting the people. For instance, I was interested to hear that in Maharashtra they have included in the curriculum a subject, that is about the environmental pollution. It is a beginning only. But, in how many places it has been done? Therefore, it is not only a question of Health Ministry but Education Ministry also comes in. That is why I say there has to be a comprehensive approach from the Government also as to the finances that are to be given for developing the cities free from environmental pollution, and, therefore, in commenting on this Bill I would like to say that you need to democratise the envisaged set-up under your Water and Air Pollution Acts. In the Water Pollution, Indian Air Pollution Board you are going to have Chairman, Secretary and other officials but where are the representatives of the voluntary organisations or, for instance, where industry is concerned shouldn't the workers be involved. After all trade-unions are there. You certainly need to involve them and make them aware and allow them to play their role in ensuring that these standards are maintained. Therefore, it is very necessary that you should see that you bring about democratisation of the set-up that is envisaged under these boards because without that, I do not think, you can achieve the object of seeing that environmental pollution standards in this country are kept at the lowest and the people are made aware of it and become part and parcel of protecting our country in all aspects for water, noise, air or from any pollution increases in the country.

श्री ऊग्र सेन (देवरिया) : उपाध्यक्ष महोदय, यह जो जल (प्रदूषण निवारण तथा नियन्त्रण) संशोधन विधेयक माननीय मंत्री महोदय ने प्रस्तुत किया है इसका मैं स्वागत करता हूँ। इसके साथ-साथ मैं यह भी कहना चाहता हूँ कि डॉ० रामजी सिंह ने जो संशोधन इस पर पेश किया है कि इस विधेयक का विस्तार

[श्री उप सैन]

किया जाना चाहिये और जितनी आवश्यक चीजें हैं जल के साथ साथ जैसे वायु है इसका भी प्रदूषण कैसे रोका जाए, इसको भी इसी में सम्मिलित कर लिया जाना चाहिये, इसका प्रलग नहीं करना चाहिये था, इसको मान लेना चाहिये। इस वास्ते मेरा पहला निवेदन मंत्री महोदय से यह है कि इस विधेयक के स्कोप को वह बढ़ाए और इस हेतु इनका जो संशोधन है उसको वह मान लें। मैंने विज्ञान नहीं पढ़ा है। पानी की परिभाषा क्या है साइंस में लिखी हुई है। पानी और वायु में क्या सम्बन्ध है, इसका मंत्री महोदय अच्छी तरह से जानते हैं। ऐसे कानून जो बनते हैं चाहे राज्य विधान सभाओं द्वारा या यहां लोक सभा या राज्य सभा के द्वारा और इनको जब पीसमिल वे में बनाया जाता है और एकाकी होते हैं तो उन से कोई लाभ जनता को नहीं पहुंचता है। इस वास्ते पीसमिल बनाने के बजाय भाप को एक साथ इस तरह का कानून बनाना चाहिये।

मैं उत्तर प्रदेश की विधान सभा में था। तब 1967 या 1968 की बात है कि वहां पर इस प्रकार का एक विधेयक पेश किया गया था। 1974 में यह विधेयक पाम हुआ। तब केन्द्र से आदेश गया था कि राज्य सरकार अपने बोर्ड बना लें। कुछ ने तो बना लिए। लेकिन बनाने के बाद भी अध्यक्ष को ठीक से बैठाया ही नहीं। इसका नतीजा यह हुआ कि उन्होंने ठीक ढंग से काम नहीं किया। एक ने तो बांड बनाया ही नहीं। साथ ही केन्द्र ने ऐसा कोई शक्तिशाली बांड नहीं बनाया जो राज्यों के बांडों को संचालित करे, उन पर नियंत्रण स्थापित करे, उनको प्रतिबंधित करे और उनके लिए आर्थिक मदद का प्रावधान करे। अब आप देखें कि उनके लिए आर्थिक मदद कहां से आ सकती थी? इनकी कोई व्यवस्था नहीं हुई। नतीजा यह हुआ कि मजें बढ़ता ही गया ज्यों ज्यों दबा मैंने की। मैं आपका एक दो उदाहरण देना चाहता हूँ उत्तर प्रदेश में कानपुर नगर की तीस लाख की आबादी है। तीस लाख के कानपुर की मारी गन्दगी गंगा में जाती है। इतनी गन्दगी गंगा में गई है कि गंगा अपना रास्ता छोड़ करके दस मील दूर कानपुर से चली गई है। चमड़े के जितने वहां कारखाने हैं, जूते बनाने के जितने वहां कारखाने हैं उन सब का गंदा पानी गंगा में जाता है। राज्य सरकार ने दस बारह साल पहले केन्द्र को लिखा था कि कानपुर में एक नहर बना कर यह गंदा पानी उस में छोड़ा जाए ताकि कानपुर के आसपास गंगा की धारा का पानी दूषित न हो पाए लेकिन आज तक उसके बारे में कुछ नहीं हुआ है। नतीजा यह है कि जितनी किस्म की बीमारियां हैं हिन्दुस्तान में सब उत्तर प्रदेश में कानपुर में जहां मजदूर गरीब रहते हैं, वहां पाई जाती है और इनको रोकने के लिए कुछ भी नहीं किया गया है।

बड़े मियां सो बड़े मियां छोटे मियां मुभान अल्ला। मैं अपने ही क्षेत्र की बात आपको बतलाना चाहता हूँ। हमारे यहां एक डिस्टीलरी है कप्तानगंज में, यह देवरिया जिले की बात है, छोटी गंडक पूरे जिले को कटती है, तो यह डिस्टीलरी अपना गंदा पानी

हर साल उस में छोड़ देती है। पचीसों बार उत्तर प्रदेश की सरकार से लिखापढ़ी हुई कि इसको मना कीजिये कि गन्दा पानी गण्डक में न छोड़े, लेकिन मैं आपको बताता हूँ कि हर साल 30, 40 हजार रुपये की मछलियां उसमें मर जाती हैं और उसके किनारे जो गरीब लोग केवट व मत्स्य जाति के रहते हैं, उनकी रोजी मारी जाती है और वे बहुत परेशान हो जाते हैं। अगर यह बोर्ड वहां गठित हो जाता है, एक शक्तिशाली बोर्ड बन जाता है तो इस प्रकार के मालिकान, कारखानेदार ऐसा नहीं करेंगे।

हमारे उद्योग मंत्री ने, अभी मानन या मंत्री बोल रही थीं, यह आदेश किया है कि जहां जहां बड़े बड़े शहर बसे हुए हैं, वहां बड़ी बड़ी फैक्टरियां न लगाई जायें ताकि वहां का पानी और वायु दूषित न होने पाये। अगर ऐसा हो जाये तो बहुत अच्छी बात है। इसमें लिखा हुआ है, मैं बड़कर सुनाना हूँ। एक बात तो यह है कि अगर 6 महीने का समय सीमा में बोर्ड बन जायें तो वह कुछ काम कर सकता है। अगर इसके बारे में विधेयक में कुछ नहीं है। यहां का वहां लिख दिया गया है।

दूसरी बात यह है कि कौन इस बांड को और सारे राज्य के बोर्डों को विनियमित करे, इसका भी कोई मुलागा नहीं है। दूसरी बात यह लिखी गई है अतः यह प्रस्ताव है कि जल प्रदूषण निवारण तथा नियंत्रण के लिए विद्यमान बांडों का वायु प्रदूषण निवारण, नियंत्रण तथा उपशमन में संयुक्त कृत्यों को करने के लिये प्राधिकृत किया जाना चाहिये। यानी इसी बांडों को पूरा अधिकार दे दिया जाये, इसका स्कोप बढ़ा दिया जाये, ताकि वायु प्रदूषण को भी रोके।

मैं उपाध्यक्ष महोदय, ज्यादा समय यदन का नहीं लेना चाहता हूँ, लेकिन यह जो जापानी एन्साइफिलिटिस बीमारी चली है, जिसका हम मन्त्रिपरिषद् उबर कहते हैं, यह बिल्कुल वायु प्रदूषण का मामला है। 1871 में जापान में यह बीमारी आई जिसका जापानी ग्रैन वायरस कहते हैं। यह जून के महीने में लक्ष्मीनगर, कछार, शिवसागर व आसाम में आई। हजारों लोग आसाम में इससे मर गये। उसके बाद जून 18 में बंगाल में आई और इसके बाद बड़ा तूफान आया और यह बिहार में भी आई। बिहार के लोगों ने कहा कि यह काला ज्वर है। दो हजार से ज्यादा आदमी बिहार में मर गये। उत्तर प्रदेश में 4 अक्टूबर को यह हमारे जिले में आई। वह मच्छर जो काटकाटकर आसाम में पैदा हुए यह जापानी वायरस लेकर हमारे जिले में आये और इससे 1 हजार आदमी मर गये। आज सारे देश में इस वायु प्रदूषण के कारण 5 हजार से अधिक लोग इस एन्साइफिलिटिस बीमारी से मर गये। अभी हमारी सरकार जापानी बैक्टीरिया मंगाने वाली है।

चला जहाज, रेडियो बोला, पड़ी जान में जान,

यह है राशन की दुकान।

लेकिन वह अभी आई नहीं।



मैंने 7 नवम्बर को माननीय स्वास्थ्य मंत्री को पत्र लिखा कि दवाई मत मंगाओ बल्कि डी०डी०टी० वगैरा डाली जाये, अगर यह न भी हो तो चूना ही सही सारे बिहार में फैला दिया जाये ।

गन्ने में बीमारो होती है, पाइरीला क्या करते हैं । हैलीकोप्टर से कीटनाशक दवाई का छिड़काव करते हैं और हम तरह से वह अपना हिमाव किताब बना लेते हैं । लेकिन यहाँ दवा वगैरा छिड़की नहीं जाती है, और सांग बग़ावर मर रहे हैं ।

हमने कहा है कि वायु मंडल दूषित हो गया है पानी दूषित हो गया है, पानी में कुछ दवा डालिये । पानी का ज़भाव हो गया है । हमारे बिहार, बंगाल, आसाम, उत्तर प्रदेश, पश्चिमी जिलों और पूर्वी जिलों में जवर्दस्त बाढ़ आई और पानी खराब हो गया, प्रदूषण उसमें हो गया, मगर केन्द्रीय सरकार ने अभी तक कुछ नहीं किया और राज्य सरकारों में जो बादशाह बैठे हैं, एक रईस लखनऊ है और एक रईस पटना है, उनको कौन पूछने वाला है । हमारे बिहार और उत्तर प्रदेश के मुख्य मंत्री उनको आप सब जानते हैं, आजकल दोरे बहुत कर रहे हैं । उन दौरों में वे करते क्या है, खुदा हाफिज । डाक बंगलों में जाते हैं, खाते हैं, सोते हैं और मैं ज्यादा यहाँ कहना नहीं चाहता, कहने को तो बहुत है, मगर वह सब कहने के लिये हम गलत जगह पर बैठे हैं ।

मैं मंत्री महोदय से कहना चाहता हूँ कि वह पूरा अधिकार ले लें । इस विधेयक में वह हमारा या डा० रामजी मिह का संशोधन चाहें न मानें मगर अपनी तरफ से संशोधन लायें ताकि जन दूषण के साथ वायु प्रदूषण रोकने की भी सारी ज़िम्मेदारी आपके विभाग की हो । आप मकान के मंत्री हैं, किसी ने कहा कि यह मामला स्वास्थ्य मंत्रालय में जाना चाहिये लेकिन अगर स्वास्थ्य के मंत्री कुछ न करें तो मकान के मंत्री भी कुछ न करें, ऐसा नहीं होना चाहिये । आप ऐसे मकान बनवायें जिनमें न जल प्रदूषण हो सके और न वायु प्रदूषण हो सके । इस कानून को इतना मशकत बना दिया जाये कि कोई भी अधिगामी हम की प्रवहेलना न कर सके और फण्ड या धन के अभाव में कोई भी कार्यक्रम न रुके । सब गन्दी बस्तियों में पानी और वायु का प्रदूषण से बचाने के लिए दवायें छिड़की जायें । लेकिन यह तभी होगा, जब इस विधेयक को और शक्तिशाली बनाया जायेगा ।

1974 के विधेयक के बाद आज 1978 में यह संशोधक विधेयक लाया गया है । कहीं ऐसा न हो कि पांच साल के बाद एक और संशोधक विधेयक आ जाये । मंत्री महोदय बतायें कि 1974 में जो कानून पास हुआ था, उसके सम्बन्ध में राज्य सरकारों की क्या उपलब्धियाँ रही हैं और उन उपलब्धियों को प्राप्त करने में केन्द्रीय सरकार ने उन की कितनी सहायता की है । मेरा ख्याल है कि इस बारे में कुछ भी नहीं हुआ है, और इस का कारण यह बता दिया क्या है कि यह बोर्ड बाद में बना, उसके अध्यक्ष अंशकालक थे, पूर्णकालिक नहीं थे ।

जैसा कि एक माननीय सदस्य ने कहा है, जल और वायु हमको मुक्त मिलता है, लेकिन उनके प्रदूषण के कारण आज हमारा जीवन ख़तरे में है । इसकी सारी ज़िम्मेदारी सरकार की है । हर एक सरकार का यह कर्तव्य है कि वह जनता के लिए शुद्ध जल की व्यवस्था करे ।

मैं फिर जोर दे कर कहना चाहता हूँ कि मंत्री महोदय कम से कम इस विधेयक को मशकत बनायें, ताकि जल-प्रदूषण समाप्त हो जाये । इस बारे में राज्य सरकारों को पूरे अधिकार दिये जायें और जल-प्रदूषण तथा वायु-प्रदूषण को रोकने के लिए एक संयुक्त बोर्ड बनाये ।

इन सबों के साथ मैं इस विधेयक का समर्थन करता हूँ ।

DR. KARAN SINGH (Udhampur):  
Mr. Deputy-Speaker, Sir, the problems of environmental pollution have been receiving great attention throughout the world and, in fact, it has now been realised that man's intervention in the delicate balance of nature over the last hundred years has caused a major disharmony. Although science and technology have brought great advantages to mankind, we have had to pay a heavy price for it and it has now been realised increasingly that the delicate eco-system, the fragile eco-system, which surrounds this planet and which makes life possible is gravely endangered as a result of certain environmental disequilibria that have developed at all levels, whether it is ozone layer outside the atmosphere, whether it is air pollution, or whether it is water pollution. The oceans themselves, which were the very source and foundation of life on this plant, have now become junk-pools, cess-pools, for all the pollution and effluents that have been produced and the earth also has become polluted as a result of a number of new scientific developments, particularly fertilizer and so on

There is a common misconception that pollution is only a phenomenon which is visible in the developed nations. It is true that in the developed nations, there is more awareness and there may be a more dramatic manifestation, but in a developing nation like ours also pollution levels

[Dr. Karan Singh]

are extremely high. I have had occasion to go through certain publications and one sees that in areas, in parts of Bombay or in Cochin or Calcutta, the pollution levels are as high, if not higher, than the worst levels in the major cities abroad. Not only that, a point was made and I think that is well taken, that the nutritional standards and health standards in India being generally lower than those in the developed countries, our pollution threshold, as it were, is also lower. In other words, those levels which may be permissible in an affluent society where people and children from birth get good nutrition, those levels may be fatal and detrimental in the case of our own children and population. Therefore, if anything, the problems of pollution are more acute in a nation like ours than in the West and particularly so when we are dealing with water pollution. Seventy to seventy-five percent of the morbidity in this country, of the diseases in this country, flow from water-borne diseases. And, therefore, unless we can do something substantial in the field of clean drinking water, we are never going to improve the health status of our people.

An amendment has been brought to this Water Pollution Act 1974. There are just 3 or 4 points which I would like to make and which I would request the hon. Minister to consider carefully. First, it is absolutely clear from what we have seen in our study of air pollution, that the functioning of the Water Pollution Act of 1947 has been extremely unsatisfactory. This is very clear. There are various reasons. Partly it is because of the Boards not having been set up in time by the State Governments and partly because adequate financial provision has not been made. Unless it has teeth and unless financial powers are there to ensure that its decisions are implemented, these Boards will not be of any use. It may also be partly because, as Mrs. Parvathi Krishnan

pointed out, there are part-time-Chairmen. These Boards are looked upon as part-time activity of some officials.

और कोई नहीं मिलता है, प्रच्छा भाई, तुम इसके पार्टे टाइम चेयरमन हो जाओ ।

It is not good enough. Pollution can no longer be treated as a part-time undertaking. It is central to the well-being and welfare of this nation. Therefore, the first point I would urge is that the functioning of the Act has been very unsatisfactory. I hope that all the loopholes and lacunae that have been found, have been covered in this Bill.

Secondly, many Members have spoken of the importance of an integrated approach. You take the Mathura Refinery, for example. The effluent will go into the Jamuna, and the air will go into the atmosphere. Will you have one organization looking into the effluent which comes below, and another one for looking into the effluent going above? For that reason, there is an integral link between the Water Pollution Act and the proposed Air Pollution Bill which is at present before a Select Committee. And the Minister himself, in his statement of Objects and Reasons, paragraph 4, has clearly said that there is this link, because it is provided in that draft Bill, that the Boards for water pollution will look into air pollution. An important point for the consideration of the Minister is that our Air Pollution Bill is still under the consideration of the Select Committee. I do not want to anticipate what our findings will be, but it is just possible that the Committee may make certain recommendations which will involve a fresh amendment of this Water Pollution Act. We are going to report by the first week of the next session, if the House grants us the extension that we are going to ask for. Are we going to bring in this amendment to send it to all the States to pass a resolution, and within 3 months once again amend the Water Pollution Act? Although I do not want to stand



in the way of these amendments—which generally seem to be desirable—as these critical Acts are in the last stages of study, will it not be better to wait for a few months, take an integrated view and bring in other necessary amendments? I am aware that the Air Pollution Bill is being based on one Article of the Constitution, and the Water Pollution Act under a different Article of the Constitution. Nonetheless there is an integral link between these two Acts. Will it not be wiser to bring in an integrated legislation, may be two different Bills, in the Budget session of Parliament? The Minister should consider this.

There are two more points. The National Committee on Environmental Planning and Coordination was set up by the Government of India many years ago, under Shri Pitamber Pant. He was a very distinguished scientist. Unfortunately, after his death this National Committee has become virtually defunct. Some system should be built into the very planning process, at the initial stage; and planning should be done, keeping these environmental values in mind. What has become of this National Committee on Environmental Planning and Coordination? Why should this Committee not be given some statutory underpinning rather than be treated as some appendage of Government? This National Committee on Environmental Planning and Coordination involves members of the Planning Commission and the ministries concerned, and the State Governments. It was the apex body. When we went to Stockholm for the World Environmental Conference, at that time we came up with this proposal and then the government formed the committee. Now the committee has become defunct. My submission is that although these Acts may be desirable, unless you have a coordinating committee it will not make any sense whatsoever. Loopholes will remain.

The final point that I should like to make is that unless environmental

values are made part of the national consciousness, it will not be enough simply to pass legislation for the purpose. You need to include environmental values in the educational system. We hear a great deal about a new educational policy that this government is going to bring before the nation shortly. One hopes that the environmental values will receive an important place in the new policy. Secondly there should be a campaign of mass public education to educate the common people with regard to dangers of pollution. Pollution is not only of factories; pollution is what you and I, the common man working in all places, throwing garbage in the street, not being worried about cleanliness even in our homes. That is also pollution. Anybody who smokes is adding to the pollution factor in this planet of ours. We passed a Bill when I was the Health Minister to print a health warning on every cigarette. It seems that it has become virtually a dead letter. We are polluting our own lungs; you talk of environmental pollution. What about this wretched lady Nicotine who is around our neck like a guillotine?

So there should be a total approach to this problem. I would, therefore, suggest to the hon. Minister, that if he ed as it is, I do not want to stand in his way, but I must say that it may be wiser to look at this in its totality and to come forward in the budget session with a more comprehensive measure. I hope the hon. Minister will give due consideration to the points I have raised.

श्री श्रीम प्रकाश त्यागी (बहराइच) : उपाध्यक्ष महोदय, यह विधेयक अत्यंत महत्वपूर्ण है और मैं इसका समर्थन करता हूँ तथा सरकार को धन्यवाद देता हूँ कि उसका ध्यान इस और आकर्षित हुआ है। मैं इस बात को भी स्वीकार करता हूँ कि यह जितनी गम्भीर समस्या है उतनी गम्भीरता के साथ इस विधेयक के द्वारा हम समस्या का मुकाबला हो सकेगा—इसमें मुझे सन्देह लगता है। केवल मनुष्य के लिए ही नहीं, प्राणी मात्र के ज़िन्दा रहने के लिए वायु तथा जल दो आवश्यक वस्तुएँ हैं। भोजन तीसरे स्थान पर आता है। भोजन के बिना कुछ दिन आदमी ज़िन्दा रह सकता

[श्री श्रीम प्रकाश त्यागी]

है लेकिन हवा और जल के बिना उसका जिन्दा रहना बहुत ही मुश्किल पड़ जायेगा। यदि यह दोनों वस्तुयें दूषित हो गई तो प्राणी मात्र का जिन्दा रहना मुश्किल हो जायेगा। जिस गति के साथ जल और वायु दूषित हो रहे हैं उसका देखते हुए संसार के बड़े बड़े वैज्ञानिकों ने घोषणा की है कि इस शताब्दी के अन्त तक ऐसी स्थिति आ जायेगी जब जल और वायु के दूषण से मानव जाति का जीवन बहुत बड़े खतरे में आ जायेगा। जिस तीव्र गति से जनसंख्या बढ़ रही है और जिस तीव्र गति में औद्योगीकरण हो रहा है उसके कारण प्रदूषण बढ़ रहा है लेकिन उस स्तर पर प्रदूषण को रोकने के लिए हमारा प्रयत्न नहीं चल रहा है।

मे विशेष रूप से कहना चाहता हूँ कि भारतवर्ष में जल प्रदूषण और वायु प्रदूषण—दोनों की समस्या है लेकिन हमारे यहां जल प्रदूषण की समस्या ज्यादा महत्वपूर्ण है। विदेशों में जहां औद्योगीकरण ज्यादा हो गया है वहां पर समस्या वायु प्रदूषण की है। लेकिन हमारे यहां तो लगभग दो लाख गांव ऐसे हैं, जहां के निवासी नदियों और तालाब का पानी पीते हैं। यदि प्रदूषण ने हमारी नदियों और तालाबों के पानी को खराब कर दिया, तो मैं समझता हूँ कि हमारी बड़ी जनसंख्या खतरे में आ जायेगी जिस का हम अनुमान भी नहीं कर सकते।

मैं मंत्री महोदय से एक बात और कहना चाहूंगा कि इस देश में अधिकांश जनसंख्या इस प्रकार की है कि जो नदियां को भी देवता मान कर चलती है। उन में नहाना और उन का पानी पीना अपने धर्म का अंग मानती है, इसलिये वे मंदिर इम पानी के साथ सम्पर्क में रहेंगे। ज्यादा दूर न जाइये, हमारी नाक के नीचे जो यमुना नदी बहती है—उस में बाहर की गन्दगी को तो छाड़ दीजिये, शहरों की जितनी गन्दगी होती है, सब उस में जाती है। यही स्थिति देश की तमाम नदियों के साथ है। मैं नदी को देवता न मानते हुए भी यह कहना चाहता हूँ—वैज्ञानिक दृष्टिकोण से स्वास्थ्य को दृष्टि में—जब हम यह जानते हैं कि इन नदियों का पानी पीने और नहाने के काम में आता है, तो इन को पवित्र रखना, इन को साफ रखना हमारा कर्तव्य बन जाता है। लेकिन अभी तक हम ने ऐसा नहीं किया और अब तो इस प्रदूषण के साथ एक और भी खतरा पैदा हो गया है—ग्राज जितनी फैक्ट्रीज बैनिकलज की बन रही हैं—उन का गन्दा पानी भी इन में ही फेंका जा रहा

है और इन हटना पड़ेगा। अब वे लोग साउथ-अमेरिका में शिपट कर रहे हैं। मेरी उन फैक्ट्रियों के मानिकों से बात हुई और मैंने पूछा कि अब आप लोग क्या कर रहे हैं? उन्होंने बताया कि हम को पता है कि इनका प्रदूषण वायु में और पानी में हो गया है और हम यह भी जानते हैं कि गवर्नमेंट किसी भी समय आर्डिनैन्स ला कर यहां फैक्ट्रियों को बन्द कर देगी, इस लिये हम ने अभी ले कर दक्षिण में फैक्ट्रियां बनाती शुरू कर दी थी। हम अब अपनी फैक्ट्रियों को ऐसी जगह शिफ्ट कर रहे हैं जहां पर वायु और जल प्रदूषण करने में 50 साल लग जायेंगे, तब तक हम वहां पर आराम में अपनी फैक्ट्री को चला सकेंगे। उन्हें इस बात की कोई चिन्ता नहीं है कि यहां तो प्रदूषण कर ही दिया, अब दूसरी जगह भी करने जा रहे हैं। वहां की सरकार अब इस दिशा में विचार कर रही है और इस समस्या का हल सोच रही है।

अभी एक साइन्टिस्ट ने कहा है—ये जो एटमिक एक्सप्लोजन्स हो रहे हैं—बाहेर वे कितने दूर हो रहे हैं—लेकिन वायु में उन का प्रभाव हो रहा है, उन के कुछ वायु में पहुँच रहे हैं और एक जगह से दूसरी जगह पहुँच रहे हैं। जब वर्षा होती है तो वे कुछ जो बहुत ऊँचाई पर जमा होते हैं, पानी के साथ मिल कर नीचे गिरते हैं और वह पानी जब खेत में जाता है, तो उस से वह प्रदूषण अन्न में भी चला जाता है और यह भविष्य में एक बहुत बड़ा खतरा बनने वाला है। इसलिये मेरा निवेदन है कि इस ओर भी आप का ध्यान जाना चाहिये। इस वायु प्रदूषण के लिये साइन्टिस्टों का कहना है कि जिस गति से हमारा स्वास चल रही है उसी गति से हम उस प्रदूषण को बाहर फेंक रहे हैं, उद्योगीकरण के कारण फैक्ट्रीज की सारी गन्दगी बाहर आ रही है, मोटर के चलने से गैस निकलती और इन सब से अधिक जो इन को दूर करने के डाक्टर हैं, उन डाक्टरों की ही सफाई हो रही है, मेरा तात्पर्य है कि जंगलों को काटा जा रहा है। ग्राज गन्दगी पैदा करने वालों की संख्या बढ़ रही है—बाहेर फैक्ट्रियों के रूप में हो, मनुष्यों के रूप में हो या दूसरे रूपों में हो। ऐसी परिस्थिति में आगे चल कर वायु प्रदूषण कितना बढ़ जायगा, इसकी कल्पना करना बहुत कठिन है। यह समस्या केवल भारतवर्ष के लिये ही नहीं, अपितु संसार के लिये भी एक बहुत बड़ा खतरा बनी हुई है। हमारी सरकार का इशारा 1974 में गया और वह भी जल प्रदूषण की तरफ गया, वायु प्रदूषण की तरफ नहीं गया।

श्री सिकन्दर बख्त : हम ने ध्यान दिया है।

मैं अभी हाथ में अमेरिकी गया था—आप को आश्चर्य होगा—नाथ अमेरिका में एक बहुत बड़ी लेक है, उस के आस-पास बहुत सी फैक्ट्रियां बनी हुई हैं, उन का पानी उस झील में जाता रहा। अमेरिका की सरकार ने उस की जांच करवाई, तो उस के पानी में बहुत बड़ा प्रदूषण पाया गया। अब उन फैक्ट्री मालिकों को आर्डर दे दिये गये हैं कि आप की फैक्ट्रीज को यहां नहीं चलने दिया जायेगा, आप को यहां

श्री श्रीम प्रकाश त्यागी: आप का ध्यान 1978 में वायु प्रदूषण की ओर गया, 1974 में तो केवल जल प्रदूषण की ओर ध्यान गया था। 17 अप्रैल, 1978 को आप ने वायु के प्रदूषण की ओर ध्यान दिया। मुझे क्षमा कीजिए, आप ने स्टेट्स को आर्डर दे दिया कि इस प्रदूषण को रोकने के लिए वे अपने यहां बोर्डों की स्थापना करें। आप ने केंद्रीय बोर्ड बना दिया और उस ने राज्य सरकारों को कह दिया कि वे अपने यहां छः महानों में बोर्ड की स्थापना करें। काफ़ी राज्यों ने अपने यहां बोर्ड बना लिये लेकिन कहीं पर वे बने

ही नहीं। कहीं पर छः महीने के अन्दर बोर्ड बन गये और कहीं छः महीने के बाद बने। जहाँ पर प्रदूषण ज्यादा है, वहाँ पर बने ही नहीं अभी तक। मैं समझता हूँ कि अगर आपने ने खतरे को अनुभव किया होता, तो आप का आर्डर होना चाहिए था कि इन बोर्डों की स्थापना होनी ही चाहिए। आप ने इस को गंभीरता को अनुभव नहीं किया और उस के दो, तीन कारण मैं बता देना चाहता हूँ। प्रदूषण को दूर करने के लिए जो बोर्ड बने, उस के चैयरमैन का सवाल था रहा है कि वह पूर्णकालिक हो या अंशकालिक, व्हाल-टाइमर हो या पार्ट-टाइमर। मेरे ख्याल में आप पार्ट-टाइमर एलाऊ कर रहे हैं और पार्ट-टाइमर हो नहीं सकता। एक और चीज है कि प्रदूषण को रोकने का जो कार्य होगा, उस पर जो खर्च बाई के ऊपर आएगा, वह राज्य सरकार करेगी, वह खर्च राज्य सरकारों को देना होगा। मैं मंत्री महोदय से कहना चाहता हूँ कि मंत्री महोदय सच सच बता दें।

**श्री सिकन्दर बहल :** मैं यकीन दिलाता हूँ कि सच बताऊंगा और ईश्वर को हाजिर-नाजिर जान कर सच बताऊंगा।

**श्री श्रीम प्रकाश त्यागी :** मैं पूछना चाहता हूँ कि प्रान्तों के बोर्डों के पास जल और वायु के प्रदूषण को रोक सकने के लिए क्या पर्याप्त साधन हैं और क्या उन के पास इनका ज्ञान होगा कि वे इस को कर सकें। इसलिए मेरा कहना यह है कि आप इन को अपने अनर्गत लीजिए और इन को अधिक सहायता सेंट्रल गवर्नमेंट की ओर से जानी चाहिए। मेरा सुझाव यह है कि भारत सरकार का इस खतरे को अनुभव करना चाहिए और वर्तमान अधिनियम के अनुसार जो यह प्रावधान है कि राज्य सरकारें इस काम को करेंगी, उस के साथ साथ केन्द्र को भी वहाँ पर सहायता देनी चाहिए ताकि आप का नियंत्रण उन पर सीधा हो सके और राष्ट्रीय स्तर पर इस समस्या का मुकाबला आप करें। केन्द्रों पर ही इस काम को मत छोड़िये क्योंकि अगर आप ने केन्द्रों पर इस को छोड़ दिया, तो काम ठीक से नहीं हो सकेगा। मैं ऐसी बहुत सी चीजों को जानता हूँ कि जिन को आप ने केन्द्रों पर छोड़ दिया और सही काम नहीं हुआ। यहाँ से भी आप सहायता दीजिए और राज्यों की सहायता भी लीजिए लेकिन इन राज्य बोर्डों को आप अपने नियंत्रण में लें।

अन्त में मैं यह पूछना चाहता हूँ कि आप ने बोर्ड बना दिये हैं लेकिन जल प्रदूषण और वायु प्रदूषण, इन प्रदूषणों को, पोल्यूशन को कैसे दूर किया जाए, इस के सम्बन्ध में क्या सुझाव आए हैं, यह आप बताएं। आपके पास तो हाऊ क्या है, नालिज क्या है, उसके बारे में जानकारी इन बोर्डों तक जानी चाहिए।

15 hrs.

आपके जो कार्यकर्ता हैं जो मलेरिया उन्मूलन कार्यक्रम में लगे हैं जिनका काम बवा छिड़क कर मच्छर मारने का है, उसी को वे नहीं कर पाते हैं और इस तरह से मलेरिया काबू में नहीं आ रहा है। मुझे आशा कीजिए कि जो दवा देश में इस कार्य के लिए

जाती है वह छिड़की नहीं जाती है। एमजेंसी के टाइम पर तो यह आपका पूरा डिपार्टमेंट नसबंदी के कार्यक्रम में लगा हुआ था। मैं यह नहीं कहता कि यह काम नहीं होना चाहिए लेकिन जो यह मलेरिया का खतरा है, बजाय उसको दूर करने के एक दूसरी प्रबन्ध को हल करने में लग जाना यह कहाँ तक उचित है। आपका मलेरिया डिपार्टमेंट मलेरिया को काबू नहीं कर पाया है। इसलिए मेरा कहना यह है कि आप अगर यह सोचते हैं कि आप राज्य बोर्डों को केवल आर्डर दे कर वाटर पोल्यूशन और एयर पोल्यूशन के खतरे को दूर करा देंगे तो आपका यह भोचना ठीक नहीं है। मुझे तो ऐसा लग रहा है कि इस तरह तो आप खतरे को आश्रित कर रहे हैं।

मैं इस बात का समर्थन करता हूँ कि इस सम्बन्ध में हमें विदेशों की जानकारी से भी लाभ उठाना चाहिए। उन्होंने समुद्र के पोल्यूशन को, वायु के पोल्यूशन को और दूसरी चीजों के पोल्यूशन को किम तरह से दूर करने की चेष्टा की है, उस सब की वैज्ञानिक जानकारी हमें अपने वैज्ञानिकों को करानी चाहिए। वहाँ की वैज्ञानिक जानकारी के आधार पर वे अपने देश में और अधिक खोज कर इस खतरे का मुकाबला करने में सक्षम हो सकेंगे।

उपाध्यक्ष महोदय, मेरा कहना यह भी है कि जहाँ हम इस सम्बन्ध में क्यूरेटिव मेथड्स अपनाएँ वहाँ हमें प्रिवेन्टिव मेथड्स भी अपनाने चाहिए ताकि यह प्रदूषण पैदा ही न हो, इस के लिए इस बात की आवश्यकता है कि हम देश के प्रत्येक नागरिक को यह जानकारी करा दें कि इस प्रकार से हवा को और जल के प्रदूषण से हमारे जीवन को खतरा पैदा हो रहा है। स्कूल-कालिजों में इस चीज को शिक्षा का अंग बनाया जाना चाहिए। आपके पास दो बड़े साधन हैं जिनके द्वारा भी आप जनता को बता सकते हैं। आप आकाशवाणी और सिनेमा के द्वारा इस का प्रचार कीजिए और जनता को इस सम्बन्ध में आगाह कीजिए।

अन्त में मैं एक बात कह कर समाप्त करूँगा। आपके सभी मंत्रालयों और विभागों में—चाहे स्वास्थ्य मंत्रालय हो, उद्योग मंत्रालय हो—कोआरडिनेशन होना चाहिए। इस खतरे का मुकाबला करने के लिए यह कोआरडिनेशन बहुत जरूरी है। जब आप लायसेंस देते हैं तो आपको यह देखना चाहिए कि कारखाने या फैक्ट्रीज काफी संख्या में एक ही स्थान पर सोमित न हो जाएँ। उनको इस प्रकार से लायसेंस दीजिए कि वे दूर दूर तक फैलें ताकि एक ही जगह पर वातावरण दूषित न हो, एक ही जगह पर पोल्यूशन न फैले।

\*SHRI A. ASOKARAJ (Perambalur): Hon. Mr. Deputy-Speaker, Sir, while welcoming the Water (Prevention and Control of Pollution) Amendment Bill, on behalf of my party, the All India Anna D.M.K., I would like to express my views.

\*The original speech was delivered in Tamil.

[Shri A. Asokaraj]

Water is in the State sphere of activities, the Water Boards are to be constituted by the State Governments, their legality are also to be established by the Governments of the States, the Chairmen of these Water Boards are to be nominated by the State Governments and as there are certain bottlenecks in the actual working, through this Bill the Centre wants to remove such bottlenecks so that water pollution is minimised if not completely eliminated. As the Government of India seeks to have better implementation of the legal provisions of the parent Act through this amending legislation, I have no hesitation in extending my support to this Bill.

It is relevant to refer to certain basic issues here. Sir, agriculture is the backbone of our people and water is life-breath of agriculture. This life-breath of water is being denied by one State to the other even when there is surplus water available in that State from where such a river starts. I am referring to Cauvery waters. The hon. Minister is aware of so many inter-State river water disputes. If the Central Government is not able to resolve such inter-State river water disputes, I wonder how this Central legislation is going to help in the matter of curbing growing water pollution.

Janata Government swears by rural upliftment and its commitment to rural self-sufficiency. It is common knowledge that in more than 80 per cent of the rural area there is no pure drinking water available for the villagers. Even the available water in rural areas is polluted gravely because of lack of other civic amenities. The picture is no different in metropolitan and urban centres. In Banaras, the Ganga is swelled by all the drainage water and in great religious fervour people from all over the country dip themselves in drainage water. I am not ridiculing but I am only saying

the existing state of affairs. In Rishikesh, the industrial effluent from BHEL is injected into Ganga. The effluents from the Oil Refineries in Bombay pollute the Arabian sea and the marine wealth is destroyed. The livelihood of common people is thus denied. In Tamil Nadu, the effluent from Seshasayee Paper Mills flowing into Cauvery has endangered not only crops but also the health of the agriculturists. The Government of India must assist the State Government through research and monetary assistance to arrest this grave danger to human habitation.

I would like to venture that this Bill would have had a better impact if the Government had first nationalised all the perennial rivers in the country and then introduced this Bill. When we are not able to amicably settle river-water disputes, how are we going to come to an agreement about the hazards of pollution of river waters in different parts of the country. I would suggest that the Government of India should ponder over the question of nationalisation of perennial rivers in the country in the interest of better utilisation of available water wealth.

Dr. Karan Singh pointed out the ill-effect of smoking and how it pollutes the atmosphere. Air pollution leads to chronic diseases like T.B., Asthma, Bronchitis, low-blood pressure and even diseases like cholera, malaria etc. In this background, environmental health assumes serious significance. Our rivers should be saved from the mixing of chemical substances. Our hon. Minister would have witnessed, while travelling in the train or in the bus, that on the banks of rivers and also on the banks of open drains many people live in their hutments. We are talking about insanitation in urban centres. We have not done anything to remove insanitation in rural areas where people are living in filth and mire. We should bear in mind that the rural people are also our voters.

and we should do something for their hygienic living.

Out of 460 districts only 130 districts have pure drinking water facility and that too only partially. Similarly, only in 80 districts there is underground drainage system and here also all the 80 districts have not been covered in full. All of us must have seen how the villagers take water for drinking purposes from the same pond in which their cattle is also washed. During rainy season our entire country becomes a cess-pool of slush and mire in which the people along with their cattle wallow. Even after 30 years of independence we have not succeeded in giving pure drinking water to the people of the country. Even today the people for a pot of water walk miles and miles. We call ourselves the servants of the people. If we cannot provide them with the basic amenity like pure drinking water, when we go to them next for their votes, they will confront us with the question as to what we have done for them.

Before I conclude, I would say that pollution is the source of all diseases in the country. It is not that we should legislate just for the heck of having a law. The law should be implemented by the States and whatever funds are required for implementing the legal provisions the Central Government should be munificent and magnanimous in extending such financial assistance to the States.

With these words I thank you for giving me an opportunity to say a few words.

श्री राजमूर्ति (बरेली) : उपाध्यक्ष महोदय, यह बड़ी खुशी की बात है कि पिछली गवर्नमेंट का ध्यान वाटर पोल्यूशन और इसके जरिये जो खराबियां होती हैं, उसकी तरफ गया और उससे ज्यादा बड़ी खुशी की बात है कि हमारी मौजूदा गवर्नमेंट का ध्यान भी इस तरफ गया है और जोरों से गया है। इतना ही नहीं बल्कि एक कदम और भी आगे बढ़ाया गया है कि जो वायु प्रदूषण होता है, हवा के जरिये जो खराबी होती है, इन्सानों की सेहत, पशु-पक्षी और वीटेशन पर जो असर होता है, उसकी तरफ भी ध्यान

गया है। हमारे साधियों के द्वारा यह ठीक कहा गया है कि इस मामले को इन्टिग्रेटेड-वे में लेना चाहिये।

मैं तो यहां तक कहूंगा कि इन दोनों चीजों के साथ साथ इसमें नौयज्ञ (शोर) का भी मामला जोड़ देना चाहिये क्योंकि बहुत ज्यादा शोर-शराबे से भी लोगों के दिमाग पर असर पड़ता है। अगर आप किसी स्टील फैक्टरी में जायें और वहां का काम देखें तो इतना शोर वहां होता है कि मालूम पड़ता है कि कान के पर्दे फट जायेंगे। साथ ही साथ किसी ऐसे मिल में चले जायें जहां कैमिकल्स से पदार्थ का पाउडर बनाया जाता है तो वहां भी इतना शोर होता है कि मालूम पड़ता है कि कान के पर्दे फट जायेंगे।

यह भी कोशिश की गई है कि इस तरह के आले निकाले जायें जिनका प्रयोग फैक्ट्री में जाते समय किया जा सके और शोर-शराबा मालूम न पड़े लेकिन लेबरर्स वगैरा इस चीज को इस्तेमाल नहीं करना चाहते हैं।

किसी टेक्सटाइल इंडस्ट्री में चले जायें तो जो कई का जर्ई धुनने से उड़ता है वह नाक में जाता है, लेकिन वहां लोग मास्क लगाने से बचते हैं। यह जानते हुए भी कि उससे नुकसान होता है वह उन चीजों का प्रयोग नहीं करते। इन्टिग्रेटेड व्यू लेने से सबसे बड़ी बात यह होगी कि लोगों का ज्यादा से ज्यादा इन्वाल्मेंट इसमें होगा। जब तक लोगों के दिमाग में यह नहीं भरा जायेगा कि कितना इससे नुकसान होता है वायु दूषण से, खराब पानी से, शोर-शराबे से, तब तक हम जिस लक्ष्य को प्राप्त करना चाहते हैं, वह प्राप्त नहीं कर पायेंगे।

हमारे जितने भी स्कूल और कालेज हैं, उनका करीबुलम ऐसा होना चाहिये, बच्चों को शुरू से बताना चाहिये कि क्या क्या खराबियां इनसे होती हैं, तब उनके दिमाग पर असर पड़ेगा। हमारे जो मैडिकल और हेल्थ डिपार्टमेंट हैं, जैसे रेडियो, टीवीबीजन है इन पर इस तरह के प्रोग्राम रोजाना ज्यादा से ज्यादा ब्राडकास्ट होने चाहियें और वह किसी न किसी कहानी के रूप में होने चाहियें और नये ढंग से पेश किये जाने चाहियें। किसी चीज को रोज रोज पढ़ देने से काम नहीं चलेगा, बल्कि दिलचस्प प्रोग्रामों के रूप में उनको रखना चाहिये। आज कल रेडियो हर शहर और हर गांव में पहुंच चुके हैं और लोग इनको सुनने लग गये हैं। इसके द्वारा ज्यादा से ज्यादा लोग इस मामले को जान सकते हैं, इन खराबियों को जान सकते हैं कि इनसे क्या नुकसान होता है, और हमारे जानवरों और वीजीटेशन को कितना नुकसान होता है। जब लोगों का इसमें इन्वाल्मेंट होगा, लोग जानेगे, लोग समझेंगे तो बड़ी कामयाबी के साथ हम लक्ष्य को प्राप्त कर सकते हैं।

देखिये, 1974 में वाटर पाल्यूशन का बिल यहां आया, बिल तो बन गया, लेकिन उस पर ठीक धमक नहीं हो सका। एक ब्राध स्टेट ने जरूर इस तरफ ध्यान दिया। जैसे कर्नाटक स्टेट है, वहां मैंने देखा, बंगलूर में उन लोगों ने उसमें खासी दिलचस्पी

[श्री राममूर्ति]

घौर दिलचस्पी के साथ उस स्कीम को चलाया और कोल्लिज की कि वाटर पोस्यूशन कम से कम हो। इसके साथ ही साथ टाटा इंस्टीट्यूट साइंस का बंगलौर में है, उनकी स्टडीज बहुत अच्छी हैं। हमें कोई जरूरत नहीं है कि हम अपने आदमियों को युरोप और अमेरिका इन चीजों की जानकारी के लिये भेजें, यहां काफी जानकारी हासिल कर ली गई है, उसी से काफी लोग ट्रेनिंग में आ सकते हैं। बड़ी खुशी की बात है कि गवर्नमेंट ने, खास तौर से मंत्री जी ने हममें दिलचस्पी ली, मेरा निवेदन है कि हमारे प्रदेशों के जितने भी चीफ मिनिस्टर्स हैं, उनकी वह जरूर कान्फरेंस बुलाये। मंत्री महोदय उन्हें यह बतायें कि उनके डीलेपन से जनता की कितना नुकसान होता है।

दिल्ली में एक बड़ा सा बिजली का कारखाना लगा हुआ है। मैं यह देख कर हैरत में रह गया कि सिर्फ उसकी गंद 500 क्विंटल होती है, जो हवा में छोड़ी जाती है। उसके ग्राम-पास की बस्तियों में वह गंद बस्तियों, कपड़ों और खाने वगैरह पर छा जाती है। जब इस बारे में बहुत शोर-शराबा मचा, तो यह खयाल किया गया कि उस गंद की रोक-थाम के लिए कोई मशीनरी लगाई जाये। उस मशीनरी के द्वारा अब उस गंद को घटा कर 50 क्विंटल कर दिया गया है। लेकिन यह 50 क्विंटल गंद भी कुछ कम नहीं है; उससे पास-पड़ोस की बस्तियों के लोगों की ज़िन्दगी बेजार हो गई है।

आप किसी सीमेंट फैक्ट्री को जा कर देखिये। उससे पचासों क्विंटल धूआं और गंद निकलती है। मालूम पड़ता है कि बादल छाये हुए हैं। वह धूआं और गंद इन्सानों, पशु-पक्षियों और वैंजेटेशन को नुकसान पहुंचाते हैं। शहर के कारखाने के पास चले जाइये। वहां इतनी गन्दगी व बदबू होती है, कि वहां पर खड़ा होना मुश्किल होता है। इसी तरह से कैमिकल फैक्ट्रियों में से खतरनाक एक्जुएन्ट्स नदियों के पानी में डाले जाते हैं। उन फैक्ट्रियों के मालिकों के दिलों में कोई दर्द नहीं है कि उन एक्जुएन्ट्स को साफ़ कर के दरियाओं में डाला जाये। जैसा कि एक माननीय सदस्य ने कहा है, गंगा जैसी पवित्र नदी में कानपुर में इतनी गंदगी चोरे डाली जाती है कि उसका पानी बिल्कुल दूषित हो गया है। जिस नदी का जल रखने से ज़िन्दगी भर खराब नहीं होता है, उसकी यह हालत कर दी गई है।

यहां अमरीका का जित्न किया गया है। मैंने अमरीका में देखा है कि वहां के दरिया तो गन्दे नाले बन चुके हैं। अमरीका में कोई आदमी दरिया का पानी नहीं पी सकता है। हमारे यहां दरियाओं को पवित्र मानते हैं और उसका जल पीते हैं। दिल्ली, कलकत्ता, बम्बई, अहमदाबाद और कानपुर जैसे बड़े बड़े शहर दिन ब दिन बढ़ते जा रहे हैं पर उन की आबादी पर कोई कंट्रोल नहीं है। इन शहरों में कारखानों की वजह से वायु और पानी का जिस तरह से दूषण हो रहा है, उससे कोई इन्सान जिन्दा नहीं रह सकेगा, हजारों बीमारियां पैदा हो जायेंगी। कारखानेदार करोड़ों रुपये पैदा करते हैं,

लेकिन उन के दिलों में यह दर्द पैदा नहीं होता कि कुछ रुपया खर्च कर के वहां के कारखानों से निकलने वाल गन्दे पानी, गन्दी हवा और बड़ी तेज धाराज के पैदा होने वाली खराबियों को रोका जा सके।

अगर इस मामले में ज्यादा से ज्यादा लोगों का इनाक्लमेंट हो, तो हमारी बहुत सी दिक्कतें दूर हो सकती हैं। मंत्री महोदय ने यह बड़ा अच्छा कदम उठाया है कि वह वाटर पालूशन के साथ साथ एयर पालूशन भी इस विधेयक में ले आये हैं। आगे चल कर शोर भी इस में शामिल किया जाना चाहिए और इस के लिए एक इन्टेंग्रेटेड बिल पेश किया जाना चाहिए, जिसके जरिये से हम यहां की हालत की ओर ज्यादा बिगड़ने से रोक सकें।

अभी हिन्दुस्तान में 80, 85 फ़ीसदी आदमी ग्रामीण क्षेत्रों में रहते हैं, जहां अभी वायु-दूषण नहीं है और पानी भी अभी खराब नहीं हुआ है। छोटी छोटी बस्तियों में पानी खराब भी हुआ तो सूरज की धूप से एवैपोरेट हो जाता है। लेकिन बड़े बड़े शहरों का सारा कूड़ा-कबाड़ और ड्रेनेज सिस्टम के जरिये से लाखों लोगों का ट्यूबी-पाइपाना दरियाओं में बहाया जाता है। अगर यह मिलमिला जारी रहा, तो किसी इन्सान की सेहत अच्छी नहीं रह सकेगी और हजारों किस्म की बीमारियां पैदा हो जायेंगी, जिन का इलाज दुंदना मुश्किल होगा। इस लिए जरूरत इस बात की है कि हम एक इन्टेंग्रेटेड बिल में कदम उठाये, ताकि हम भविष्य में पैदा होने वाली खराबियों को रोकने में सफल हों। हमें तालीम के के जरिये लोगों में यह जागरण पैदा करनी चाहिए, ताकि जन साधारण इस मामले में दिलचस्पी लें सरकार की भी मजबूती के साथ कदम उठाना चाहिए, ताकि जो लोग कोड़ों रुपये पैदा करते हैं, वे अपने कारखानों से निकले हुए खराब पानी और हवा को ठीक करने के लिए अपनी आमदनी का कुछ हिस्सा इस ओर भी खर्च करें।

मैं इस बिल का बहुत स्वागत करता हूं और उम्मीद करता हूं कि आगे चल कर कोई इन्टेंग्रेटेड बिल पेश किया जायेगा।

SHRI VIJAYKUMAR N. PATIL (Dhulia): Mr. Deputy-Speaker, Sir, while supporting the amendment Bill, I would like to focus the attention of the Government on some important points.

I have come across some foreign tourists who while travelling in the railways drink Limca. When I asked, "Why are you drinking Limca? Why don't you drink water?", the reply was, "We fear diarrhoea and dysentery." Even at railway stations, if a foreign tourist thinks that water of



the railway station tap is not fit for drinking, what about water at other places? This is an image which the problem of water pollution is creating. So, this problem has to be tackled on a war-footing.

In the world we find that there are some countries where the drinking of water is not required in a large quantity because in cold countries the people drink beer and they drink very little of water and that too in other forms. But in India where we have to take water in its plain form, we have to see to it that clean water without any germs is supplied to people.

The water pollution of the rivers has been there since ages. But because of the laws of nature, the dirt used to precipitate after four or five miles of water flow. But now because of the construction of dams, because of the control of river water flow, the addition of dirt is more than what the capacity of the river water can precipitate. So, the water pollution is on the increase.

The same is the case with the ponds which are around the cities. We see in Mathura and in other cities that there are stagnant water ponds where the gutters are let open, the people come and wash their mouth, wash everything, the animals drink there and all the water gets polluted. These are the problems which are to be dealt with in a proper manner.

Then, we see that right in Delhi, the sewage material near Hazrat Nizamuddin has come in the heart of Delhi. Here, the Municipal Corporation and the authorities concerned have to be asked to shift this sewage material to far off places. We have to take these measures on a very large scale. Only half-hearted measures will not do.

The same is the case with the colonies of milkmen and dairy owners in big cities like Bombay. Recently, there was an occurrence of jaundice in Bombay and many fatal cases were

reported. That was all because of water pollution. Water pollution could not be controlled in a proper manner. It happens because of the water pipes crossing the gutters. When they get rusted and when the water permeated through the joints of the pipes, the germs get into water. When we punish a man for food adulteration or milk adulteration and impose a fine to the tune of a thousand rupees, why can't we punish a sanitary inspector of the Municipality who is responsible for this water pollution? We should have something like that in the enactment. There should be some penal measures taken against the persons who are found responsible for the water pollution. It is not the problem of only industrial waste or effluents. It is also the problem of water pollution through calamities also.

Coming to air pollution, we see that day by day it is increasing in a geometrical proportion. In big cities, like, Bombay and Calcutta, where the industrial complexes are on the increase, the problem is becoming more acute. The time will come when the headquarters of the States will have to be shifted from such industrial cities to other places. At present, this Board which has been established in Maharashtra and some other States as per the law of 1975 is not very competent: this has been pointed out by so many Members so there should be some Central enactment and there should be some Central financing agency which can cope with the problem.

Again, simultaneously, research is required. So I would suggest that there should be a national level laboratory for research on water and air pollution, which should be financed.

Lastly, as my friend Shri..... Tyagi has said, prevention is better than cure. We should plan for twenty years hence because this problem is not a problem which is of a fluctuating nature. The problem is on the

[Shri Vijay Kumar N. Patil]

increase and it will go on increasing. So we will have to plan right now and think of the finances right now and, also, to which Ministry the handling of the situation should be entrusted should be thought of.

While on this aspect, I would say that water and air pollution is the main cause of epidemics. A man gets a disease either through contact, through air. A man can avoid contact—through hair. A man can avoid contact—that is, body contact—and he can avoid food also. For instance, if a doctor tells a diabetes patient that sugar should not be taken, he will stop taking sugar. But how can he stop drinking water and inhaling air? So, it is the responsibility of the Government to see that he is provided and as much clean air as possible and as much clean water as possible. So, there should be a lot of financing in this regard because this is the main health problem and if this is controlled, most of the diseases—I would say, about 60 per cent to 70 per cent of the diseases—will be brought under control. They may not be completely eliminated, but they will be brought under control and thus expenditure will also be brought under control. So, this should be entrusted to the Ministry of Health. This enactment and these concrete measures on a large scale should be envisaged by the Central Government itself instead of leaving this task to the State Governments and doing only advisory work.

With these words I support the Bill and I would request the Minister to consider some of the suggestions made by me.

MR. DEPUTY SPEAKER: Prof. Mavalankar.

We have already spent 45 minutes more than the allotted time.

AN HON. MEMBER: The time may be extended.

MR. DEPUTY-SPEAKER: I have already extended it by 45 minutes. That is what I am trying to tell you. So new speakers cannot be taken.

PROF. P. G. MAVALANKAR (Gandhinagar): Sir, the House has accepted the twin challenge of environmental pollution and of quality of life. That is why we have come forward with this legislation and are discussing the matter I am glad the problems of health hazards and disequilibrium of all sorts have been well appreciated and we are now trying to tackle them effectively and concretely in terms of legislative measures and also in terms of educational advancement and creating public opinion. All that is granted, but I must be quite frank. I also felt, while listening to some of the speeches, that it would have been better if enlightened public opinion and education had also been generated in the House itself so that we would have been better off and we would have been able to understand the problems from a slightly more informed angle. I am not saying, however, that whatever was said was not well worth saying. The problem is really global and the challenge is also global. We all know how the U.N. Conference at Stockholm tackled the issue in June, 1978, and we also know how it had actually passed 109 recommendations in regard to environmental problems and the 'Action Plan' that followed which was complemented by a 'Declaration on Human Environment' setting down 26 principles etc. etc. All this is known. But my point is, why should this Government not consider this matter more seriously and more earnestly and, as has been pointed out by Shrimati Parvati Krishnan and Dr. Karan Singh, from a totality point of view and not in terms of compartments? I am saying with agony in my heart that I get an impression that, instead of looking earnestly at the basic problems facing this country, the Janata Government's in fighting, their problems of leadership, of disunity and all the rest of it



are making them go away from the challenging basic problems which should be dealt with in time. I am not sure whether the Janata Government is looking at the problem from the point of view of proper development and intensification of the scientific outlook and scientific action necessary for tackling these problems. In the earlier period of India, beginning from Pandit Jawaharlal Nehru, a certain scientific temper and a certain outlook of modernity had grown in this country, and it seems to me that we are now going backward from those attitudes. That is probably because they are not free from the other kind of troubles—Party troubles—and they are leaving the matter to bureaucrats. The time has come when I should say this frankly and fully in this House. How long will you tolerate this kind of non-performance of the Government? We want performance of the Government, and performance of the Government is wanting. I must come out and say this plainly; please forget and damn all your differences and look at the problems of the country and face them; develop the scientific attitude and scientific action; a certain scientific-oriented action-programme is needed. I will tell you why. Please look at this Amendment. I have no time to go into details. The Minister has brought forward this Amendment Bill. He is saying that whatever unworkable was put in the previous Bill is being removed. So far so good. But that shows incidentally an important point that we must not legislate in a manner in which we put the details of administrative matters into the law itself, because if we put in too many details in the law, the details become obsolete and out-of-date and you have to amend the law itself. Take, for example, this provision of 'six months'. Should you have put in this here? He might say that it was not he who was responsible for this; it was the previous Government which was responsible for this. What I say is this. From now onwards, not only

Government, but we all in Parliament must see to it that we do not put into the legislative measures things which can be left to administrative rules and regulations so that we may only go by the major things. Otherwise, if you put in too many details, you will have to come every time before Parliament with an amendment as he has done in this case.

Now, Sir, I do not approve at all of this business of part-time. Is this a matter of part-time activity? Why are you having a part-time Chairman on Water Pollution Control Board? You should really be very strong on this point. This is not a part-time affair; this a whole-time affair.

What is more important to remember is that this problem of pollution, water-pollution in particular, is not restricted only to city areas, but it affects the rural areas also; because of the twin-problem of urbanisation and industrialisation, you have got garbage, industrial waste and refuse; these things create the problem of water-pollution, and these waters create further water-pollution, the rain water brings those bad waters together, and people drink all this water in the cities and in the towns and villages—from rivers, nullahs and so on.

Therefore, this is a very serious matter requiring full-time attention, requiring a lot of resources, requiring a scientific attitude, requiring problems of research. As Mrs. Parvathi Krishnan has pointed out, State like Maharashtra have gone ahead in this. Why not go in that direction more quickly and have certain institutional patterns which will give us proper research on these matters? You must come out of this bureaucratic framework, and you must leave it to scientists and to the imaginative policies of the Government—educating the people, cultivation of public opinion, etc. A certain amount of urgency is required—in terms of the time factor. And if you do not do it, then the problem of water pollution will be very difficult to tackle.

[Prof. P. G. Mavalankar]

As Dr. Karan Singh pointed out, the matter concerns what he beautifully called 'environmental values'. I like that particular phrase—'environmental values'. It is not merely a question of pollution of atmosphere. Removing pollution is only the negative aspect. Having an established order of values in terms of quality of life, cleanliness, certain minimum basic norms and standards of life and of good health, a certain assurance of maintenance of equilibrium, is necessary. For that, I want to conclude by saying, apart from education and public opinion which have been rightly stressed by Mrs. Parvathi Krishnan first and later by Dr. Karan Singh, what is wanted is political will and municipal will; political will at the national level, at the Parliamentary level, at the state level; and municipal will at the local level, at the level of Municipalities, Corporations, Talukas, Panchayats, etc. and some co-ordination between the two. If that is there, then I am quite sure that the Minister will be the first man to agree that not a piecemeal but an integrated, well-thought out, a comprehensive and imaginative thing in time is what is required. And I hope he will come forward with that legislation as early as possible.

**THE MINISTER OF WORKS AND HOUSING AND SUPPLY AND REHABILITATION (SHRI SIKANDAR BAKHT):** I am extremely thankful to the hon. Members for having taken such a keen interest in the subject of control and prevention of air pollution and water pollution. I am also grateful to them for having re-emphasized all the facts of which, of course, I had the pleasure of hearing earlier also on two occasions, once when the Cess Bill was presented and at the other time when the Air Pollution Bill was presented.

I fully appreciate and share the anxiety of the hon. Members that there should be quick and effective steps adopted to check all sorts of pollution

which are putting into serious jeopardy all values of mankind. I am thankful to the members for having supported the Bill which has been presented.

There are two points which are rather quite important. One is about an integrated approach and a comprehensive Bill. I think it has been my misfortune that my expression on this subject of an integrated approach must have been very much wanting. It was on a number of occasions that the government has agreed with the philosophy of an integrated approach wherever the question of pollution is concerned. But the hon. Members seem to have ignored the fact that there are constitutional constraints on account of which we cannot do it. It was an Act of the previous Government enacted in 1974 which we have got in this case. That Act was enacted on behalf of the State Governments under Art 252 of the Constitution. The Air Pollution Bill which is, of course, before a Joint Committee of Parliament, has been presented on the basis of what transpired in the international conference of the United Nations held in 1972 at Stockholm and this Bill was presented directly by the Central Government under Art. 253. Now, it is not possible for us to integrate these two pieces of legislation because they have been derived from entirely separate situations. But we have conceded the point that there should be an integrated and comprehensive approach to the question of pollution. Therefore, We are making an attempt to see that one single agency may be given the authority derived from different and separate law so that it might itself deal with the question of pollution. That is one way of making an integrated approach.

I will beg you leave to repeat what I have said, in Hindustani also merely for the sake of repeating and re-emphasizing the point.

मैं दोहराना चाहूंगा, वक्त तो लगेगा, कि मेरी बकसिम्ती है कि मेरे इम्तदा के बयानों में इस कदर सफाई, इस कदर जोर नहीं था कि पान-रेबिल मेम्बर इस चीज को महसूस कर सकते कि

गवर्नमेंट इस चीज से इतिफाक करती है कि पोल्यूशन के मामले में एक इन्टीग्रेटेड एप्रोच होनी चाहिए लेकिन गवर्नमेंट बेदस्तो-या है क्योंकि 1974 का हमको पानी का ऐक्ट मिला है। वह स्टेट्स के हक में, स्टेट्स के बिहाफ पर सेन्ट्रल गवर्नमेंट को लेजिसलेट करना पड़ा और आर्टिकल 252 आफ दि कांस्टीट्यूशन के मातहत करना पड़ा और एयर पोल्यूशन बिल जो पेश किया गया है, जो ज्वान्टी कमेटी के जेरे-गौर है, वह आर्टिकल 253 के मातहत है। और वह इस ढंग से किया गया। स्टोकहोम में इन्वर्न एन्वायरमेंट पर यू० एन० कांफ्रेंस में हम लोगों ने पार्टिसिपेट किया था। उसको बजह से हम इस इश्यु पर सेन्ट्रल लेजिस्लेशन कर रहे हैं।

अब इन दोनों को एक जगह पर लाना मुमकिन नहीं है। कतई तौर पर वैधानिक मजबूरी है जिसको दूर करना हमारे बस का नहीं है। गवर्नमेंट ने इस उसूल, इस फलसफे से इतिफाक करने से इंकार नहीं किया है बल्कि यह एक कानूनी मजबूरी है जो कि मुझे लगता है कि मैं आनरेबल मेम्बर को नहीं बता सकूंगा।

The second thing that I wanted to say was this. Although the debates have been very fruitful and beneficial—I must say that in a number of places, there had been some digressions with which my Ministry is not concerned at all. There were a couple of digressions which, of course, did not concern the department dealing with Air, water pollution, at all. If they concerned to me, I would definitely like to enlighten this House on those subjects.

It would be futile for me to dilate on points which, in fact, may not directly be concerned with my ministry. You may of course say for argument's sake that after all, Government is one. After all, all of us are the wings of the samething. This a subject which we are dealing in its specific aspect. Therefore, it is unwise to go about digressing the subjects of other ministries.

The second factor which one of the hon. Members suggested was that there should be a dispersal of industries. They also mentioned that the Industries Minister had insisted that the establishment of industries should now be taken to the smaller towns. Practically, on the same line, it has been de-

cided by the Works and Housing Ministry also to develop smaller towns. We shall develop smaller towns with total infrastructure to be provided which includes the establishment of industries as well for the sake of providing employment opportunities. We have also to provide countermagnets, the magnets, which attract people to bigger cities. These countermagnets have to be provided for in smaller towns. These will not solve the problem of pollution. It will certainly diffuse it to some extent. That is one part. Then, my hon. friend from Tamilnadu, while, speaking about drinking water supply, was mentioning some difficulty about the drinking water supplying in a number of villages in the country. For the sake of information, very briefly. I would mention something. My hon. friend, Prof. Mavalankar thought that this Government is lethargic about this problem confronted with by this Government. He also made very unfavourable comparisons with the earlier Government. (Interruptions) I agree that they may be very sincere but still his remarks, his observations, may not be right at all though I expect them to be sincere. That is why I am saying that this Government's functioning has not deteriorated. I am going to prove that I am glad to tell the House that on the question of allocation of funds for drinking water, in 1975-76 the allocation was only Rs. 60 crores; in 1976-77 the allocation was Rs. 61.5 crores but during 1977-78 the same for drinking water supply, for the first time, amounted to Rs. 118 crores. And the allocation for 1978-79 is Rs. 166 crores. This itself shows the direction and the functioning of the present Government. We are not taking lightly the question of providing pure drinking water supply in such villages which are called problem villages. I know there has been digression. I am sorry I have to mention that because one of the Members also made a mention about the drinking water supply.

Now, about the functions of the Boards, somebody said that they were unsatisfactory. Some integrated approach is necessary. I have already

*Minister of Works & Housing*  
 [Shri Sikandar Bakht]

said that some amendments have to be undertaken etc.; etc. About the part-time Chairman, I have got to say something. There are small States also States have to finance their State Boards. Those smaller states like Manipur represented that they will not be able to afford this expenditure on a full-time Chairman. That is why basically the part-time Chairman concept has come in for very small States. There has to be a practical approach to things. We cannot be just emotional and sentimental as we are confronted with facts as they are and that is why part-time Chairman concept has been brought in.

PROF. P. G. MAVALANKAR: Let there be half-time Chairman but he should devote his full attention.

SHRI SIKANDAR BAKHT: I concede this point that uptil now the approach to the question of pollution has been very lethargic. The Bill for water pollution control was presented before the Parliament in 1969 and it was passed in 1974. There were no financial provisions made. For the first time during the last year we made the provision to enable the State Boards to function and not remain lethargic for want of funds. Does it not show the importance that this government attaches and wants these boards get going.

Sir, last time when this House decided that the Air Pollution Bill be referred to the Joint Select Committee I did express my hesitation that on the one hand the hon'ble members want anti-pollution activity to be undertaken immediately and on the other hand they thought it fit to refer the Bill to a Joint Committee. No doubt, the exercise is going to be very fruitful as the hon'ble Members are taking keen interest but I was pointing out from the point of view of speed. So, this shows the seriousness with which this government is dealing with this matter. Dr. Karan Singh pointed out

about National Committee for Environmental Planning of which Dr. Pitamber Plant was the Chairman. It is outside the orbit of the functions of my department. (Interruptions)

Then, Sir, Shri M. Ram Gopal Reddy said that the sacred water of our rivers is also being polluted by putting dead bodies into them. He said that this sort of religious practice should be stopped.

यह एक दायरा ऐसा है जिससे मैं सकल डरता हूँ। मजहबी धर्मी के सामने सिर्फ हतराम के लिए मैं फिर ही झुका सकता हूँ वहम क दायरे में मैं इसको नहीं ला सकता। यह मेरी हिम्मत से बाहर की चीज है। खुदा ने आपको हिम्मत दी है तो आप इस पर बहम कर सकते हैं। मुझ में तो हिम्मत नहीं है। मजहबी मामला, मजहबी धर्मी बिल्कुल दूसरी बात है।

मुझे भ्रमसे है कि कुछ जाते जैसा ऐसी होती है कि वे सिर्फ अपनी सूरत रोजाना घाड़ने में देखा करती हैं। मुझे रंज हुआ। मैं चाहता नहीं था कि इस मसले को किसी सियासी हद्द में लाया जाए। इसकी जरूरत भी नहीं थी। यह एक आम फायदे की चीज है जिसको हम सबने तसलीम किया है। उसमें यह बहुत मुनासिब बात नहीं थी, चाहे भी तो भी नहीं थी। मैं इस पर डाइलैट करना नहीं चाहता हूँ। मुकतसिर तौर पर भ्रज कर भी चुका हूँ। जनता गवर्नमेंट में जो इनफाइटिंग है वह हमारा भन्दरूनी मामला है। आपको परेशान होने की जरूरत नहीं है। मेरा कहना यह है कि मैं भानरेबल मेम्बर का शुक्रगुजार होता, अगर वह अपनी इस टिप्पणी को सर्वटिशिएट करते इस बात से कि जिस मसले पर आज बहस हो रही है, उस मसले पर इस हुकूमत ने, पिछले हुकूमत के मुकाबले में जिसकी भ्रमल की रफ्तार बहुत कम रही है, अब ज्यादा से ज्यादा ध्यान दिया है। आप जवाहरलाल जी के जमाने में पहुँच गये। पहली दफा 1969 में सोचा गया कि बिल इस तरह का लाना चाहिये धीरे वह 1974 तक इसे पास कर सके और उसके बाद सोते रहे। सोते ही नहीं रहे, बल्कि कभी किसी ने सोचा ही नहीं कि यह जो बोर्ड बनाने की चेष्टा की है, इस बोर्ड को चलाने के लिये सम्पत्ति और पैसा कहाँ से प्रायेगा। यह गलती की थी पहले की हुकूमत ने। पिछले साल की हुकूमत ने इतना किया है कि इसे इन्फैक्टिव प्रांगन बना सकी है। मैं मानता हूँ कि भानरेबल मेम्बर जहीन हैं, गैर-जानिबदारी से काम करने की कोशिश करते हैं, अगर हर वक्त अपनी सूरतजैबा नहीं देखनी चाहिये।

श्री० पी० बी० नाबलकर : मैंने जिक्र किया था साइंटिफिक आउट-लुक और साइंटिफिक प्रोग्राम का जिसे आप नहीं कर रहे हैं।

श्री सिकन्दर बख्त : मैं अपने आनरेबल मेम्बर की परेशानी को पूरे तरीके से समझता हूँ।

एक माननीय सदस्य : एक साल में गन्दगी ज्यादा कर दी।

श्री सिकन्दर बख्त : मैं इस दायरे में फँसना नहीं चाहता था, अगर आपको अपने कहे पर यकीन होना तो आप खामोशी से सुनते कि मैं क्या कह रहा हूँ। मेरा कहना यह है कि हर बात में कहना कि यह बुनियादी तौर पर गलत बात है और जनता पार्टी आपस की उलझनों में ही फँसी हुई है, तो मैं यह कहना चाहता हूँ कि सिर्फ जनता पार्टी ही आपस की उलझनों में नहीं है पिछले 31 बरस तक दूसरी दुकूमते भी आपस की उलझनों में फँसी रही हैं। मेरे बाल मावलंकर साहब के बालों से ज्यादा सफेद हैं मैंने भी सब बातें देखी हैं। इस चीज पर नजर रखनी पड़ेगी कि आपके पास कम्पैरेटिव स्टडीज के लिये याड-स्टिक प्रापर होना चाहिये। मेरा इस मामले में इतना ही कहना है कि —

बक़्ते पैमाना-ए-तख्तियुल सुहर हर दिल में है खुदी का,

अगर न हो यह फरेब-पहम, तो दम निकल जाये आदमी का।

हम आपका दम निकलते नहीं देखना चाहते हैं। हम तो चाहते हैं कि खुदा आपको बहुत जिन्दा रखे।

मैं अब इस हाउस से दरखास्त करता हूँ कि वह इस बिल को पास करे।

MR. DEPUTY-SPEAKER. Now, the question is:

"That the Bill to amend the Water (Prevention and Control of Pollution) Act, 1974, be taken into consideration".

*The motion was adopted.*

MR. DEPUTY-SPEAKER: Now we shall take up clause-by-clause consideration. The question is:

"That Clauses 2 to 22 stand part of the Bill."

*The motion was adopted.*

Clauses 2 to 22 were added to the Bill.

MR. DEPUTY-SPEAKER: Now the question is:

"That Clause 1, the Enacting Formula, the Preamble and the Title stand part of the Bill."

*The motion was adopted.*

Clause 1, the Enacting Formula, the Preamble and the Title were added to the Bill.

THE MINISTER OF WORKS AND HOUSING AND SUPPLY AND REHABILITATION (SHRI SIKANDAR BAKHT): Sir, I beg to move:

"That the Bill be passed."

MR. DEPUTY-SPEAKER: Motion moved:

"That the Bill be passed."

Now, Mr. Shrikrishna Singh will speak. He gave his name but he was not present then. Just five minutes only, please.

श्री श्रीकृष्ण सिंह (मुंगेर) : उपाध्यक्ष महोदय, बड़ी कृपा की आपने कि मुझे थोड़ा रीडिंग के वक्त बोलने का मौका दिया। सारी बातों को बड़े गौर से सुनने के बाद इतनी बात साफ हुई कि मंत्री महोदय की बड़ी बेदारी है, उन्हें इस बात की चिन्ता है कि वाटर पोल्यूशन के निवारण के लिये जल्दी कदम उठाये जायें, और इसके लिये उन्होंने सारे कानून में संशोधन किया और सारी चीजें यहां लाये।

कुछ बड़े बुनियादी मसले भी हैं लेकिन उनको रिलीजस के साथ जोड़ने का जो उनका नजरिया है उससे देखा गया है कि वह सहमत नहीं हो पाये हैं। कल जो श्री रामगोपाल रेडडी साहब ने कहा कि बनारस की गंगा में उन्होंने लाखों को देखा, मंत्री महोदय ने उसे रिलीजस मसला बताया है। यह रिलीजस मसला नहीं है, बल्कि कल्चरल है। वहां की म्यूनिसिपैलिटी और डिस्ट्रिक्ट मजिस्ट्रेट को और दूसरे लोगों को ताकीद की जानी चाहिये कि वह इस तरफ ध्यान दें। बनारस की गंगा में स्नान के लिये सारे देश के लोग जाते हैं वहां इस बात का ध्यान देना चाहिये कि गंगा का पानी साफ हो, पॉल्यूटेड न हो। इस सबाल को रिलीजस नहीं बल्कि कल्चरल तरीके से देखा चाहिये। जो सबाल उठा, वह इस सप्ताह में उठा कि हमको लगता है वह कल्चरल मसला है।

[श्री श्रीकृष्ण सिंह]

दूसरी बात हम भी कह रहे थे कि जितने बड़े-बड़े शहर हैं, संस्कृति के केन्द्र हैं वह सब के सब किसी न किसी नदी के किनारे पर बसे ए हैं।

15.55 hrs.

[SHRI N. K. SHEJWALKAR in the chair]

अंग्रेजी राज हो, या कांग्रेस का तीस बरस का जमाना हो, या जनता राज का डेढ़ साल का जमाना हो, जो शहर रहे हैं वे गंगा और यमुना आदि नदियों के किनारे बस रहे हैं। जिन शहरों का विस्तार हो रहा है, उनकी नालियां गंगा-मुखी, नदी-मुखी है, जिसकी वजह से शहरों की सारी गन्दगी नदियों में जाती है। गंगा नदी में लगभग दो करोड़ आदमी रोज स्नान करते होंगे और माछ मत्त लाख लोग गंगा का पानी पीते होंगे। ऐसी और भी बहुत सी नदियां हैं। एयर पालूशन तो सारे विश्व का सवाल है, लेकिन भारत जैसे देश के लिए नदियों को साफ करने का सवाल बहुत गम्भीर है। स्वास्थ्य के लिए खाने से ज्यादा जरूरी है पेय जल। इन नदियों को साफ करने के लिए कुछ नहीं किया गया है। हम नदियों को संस्कृति के केन्द्र, तीर्थ, मानते हैं। हमारा विश्वास है कि वहां सब देवी-देवता हैं। वहां पर लोग स्नान करते हैं और इकट्ठे होते हैं। लेकिन शहरों का पाखाना-पेशाब उन नदियों में डाला जाता है और उन्हें दूषित किया जाता है। प्रश्न यह है कि इन आदमों महीनों में हमारी म्युनिसिपल कमेटियों, कारपोरेशन और नॉटि-फाइड एरिया कमेटियों या डिस्ट्रिक्ट मेजिस्ट्रेट्स ने क्या किया है।

बरोनी प्रायल रिफाइनरी का सारा रबिज गंगा में जाता है। अखबारों में निकला, और सारे देश ने जाना कि गंगा में घाग लग गई—पानी में घाग लग गई। एक कमीशन बैठा, जांचपड़ताल हुई और पता चला कि बरोनी प्रायल रिफाइनरी का केरोसीन तेल और पेट्रोलियम प्राइवट गंगा में डाल दिया गया और उसको घाग लग गई। मैं यह घाग से छठ साल पहले की बात कह रहा हूँ। बरोनी प्रायल रिफाइनरी एक पब्लिक अइर-टेकिंग है, कोई प्राइवेट अइरटेकिंग नहीं है। मुंजर की एक मस्टी-नेशनल कम्पनी की मिश्रित फैक्टरी की गन्दगी गंगा में डाली जाती है। दिग्धा और बोकामा की बाटा की फैक्ट्रियों का सड़ा हुआ, बदबूदार चमड़े का पानी गंगा में डाला जा रहा है।

अगर मंत्री महोदय यह बताते कि पिछले बरस में जिन लोगों ने वाटर पालूशन के कानून का वायलेशन किया है, सेन्ट्रल गवर्नमेंट या स्टेट गवर्नमेंट्स ने उन्हें क्या बंद दिया, तो बड़ी कृपा होती और हाउस को पता चलता कि एक बड़ा काम किया गया है। पब्लिक अइरटेकिंग भी पालूशन को रोकने के लिए कुछ नहीं करती है और प्राइवेट अइरटेकिंग को भी

लाइसेंस देने से पहले हम यह शर्त नहीं लगाते हैं कि वे नदियों के पानी को दूषित नहीं करेंगी।

हम मंत्री महोदय को इस बात के लिए धन्यवाद देते हैं कि पुरानी गलतियों से सबक लेकर अब उनके मन में जल्दी काम करने की बेदारी है। स्वास्थ्य के लिए यह जरूरी है कि आदमी को स्वच्छ और शुद्ध जल दिया जाये, नल का पानी दिया जाये। सरकार पीने के पानी की व्यवस्था कर रही है और उसके लिए उसने बजट में प्रावि-जन किया है, लेकिन क्या उसने साफ और स्वच्छ पानी, नल के पानी, की व्यवस्था करने की तरफ ध्यान दिया है? क्या सिर्फ कुछ खोब देने से काम चलेगा? सरकार मिट्टी वाले या पक्के कुओं की व्यवस्था कर रही है, लेकिन हमारे देश में एक हजार की आबादी वाले गांवों को स्वच्छ पानी देने की व्यवस्था के बारे में उसने क्या सोचा है? अगर हम शुद्ध पानी का प्रबंध कर दें तो पेट की 75 परसेंट बीमारियां दूर हो सकती हैं और हम प्रिवेंटिव मेजज ले सकते हैं। उस तरफ भी ध्यान जाना चाहिए और हम उम्मीद करते हैं कि जो इसमें लैनुना है, वह इंट्रोप्रेटेड ढंग से जब सोचेंगे तो उसे दूर करने की कोशिश करेंगे। यह जो इतनी जल्दी मंत्री महोदय ने यह बिल रखा वह ठीक ही है। इस बात के लिए ढेर करने से कोई फायदा नहीं कि एयर वाला और वाटर वाला दोनों का इंट्रोप्रेटेड और कोआर्डिनेटेड ढंग से तो महीने बाद बिल लाएंगे। उस तरह से उसमें ढेर हो जायगी। हम इस सरकार को धन्यवाद देते हैं कि बड़े बेदार और बड़े चिन्तित होकर वह इस बिल को ले आए। लेकिन इसमें भी कोई खामी रह गई तो इंट्रोप्रेटेड ढंग से उसके लिए बिल लाना चाहिए। साथ ही साथ कार्यान्वयन हो रहा है या नहीं इससे भी हाउस को घगले बार इन्लाइटेन करना चाहिए।

16 hrs.

DR. SAROJINI MAHISHI (Dharwar North): Mr. Chairman, Sir, the hon. Minister has pleaded his inability on account of certain technical difficulties that he could not bring forward a comprehensive Bill, but an integrated approach is sought; that also, he said, can be achieved only with great difficulty, because coordination amongst all the ministries for an integrated approach toward this problem is very very necessary.

All said and done, we have seen what the hazards of water pollution are in the western countries. They have reached a stage where, of course, they have started thinking in terms of effective pollution control, but before we reach that stage, we can resort to certain precautionary and preventive measures. But, in our country, this



concept of water pollution is no longer prevalent; so also is the concept of air pollution. People think that by throwing away the garbage and sewage in the river, they have resorted to a proper disposal of these things. This has become the way of life in our country. Under these circumstances, we should try to see that this way of life is changed and it becomes a way of life for them to think that throwing these things in the river water or resources of water is the real pollution. It, of course, would require a long time and efforts have got to be made in this direction.

The hon. Minister was good enough to say that a huge amount has been allocated for being spent on control of water pollution. Allocation of amount is one thing and its utilization is another thing. In many cases, I find that although allocation is there, yet the utilization part of it is very discouraging. I would like to know, how much of it has been utilised and how much of it is going to be utilized. We have to make a beginning somewhere.

In our country, the pollution of water on a small scale is continuously going on. If the drinking water supply is from a pond or a well, or a rivulet, people never care as to what the pollution is and how it can be prevented. Now, we are discussing all these things in the context of a higher and large scale water pollution, where it is caused on account of higher industrialisation. The industries can be categorised like this; the industries that are there, the industries that are in the process of being established and the industries that are going to be there in future. The industries that are there even in the public sector do not have the machinery in-built for pollution control. Even there, the water is polluted and as a result, a number of epidemic diseases spread about and fish die or the human beings die. Of course, we do not pay much attention to see that necessary anti-pollution measures are put into

the body or are in-built-in the pilot machines when these are being installed. In the second category, where the industries are in the process of being established, we must take some action immediately to see that such measures are in-built into the machinery. It becomes difficult for us to tell the private sector people to see that these things should be resorted to. They point out to the public sector industries and say that they are not doing so. I know, in the case of Goa, the fertilizer people point out to the public sector and say: If you cannot do these things in respect of public sector industries, why do you advise us? Therefore, it is better that all the public sector industries do take all these things into consideration and see that anti-pollution measures are in-built in the machinery that they have.

There is another point. Is it left to the sweet will of the State Governments to appoint the Water Pollution Control Boards or the Air Pollution Control Boards? If it is left to their sweet will, they may or may not appoint. One case was brought here, where they appointed after a time-lapse. That is going to be regularized. Such a thing need not take place. You must make it compulsory that the State Governments should make it a point to see that in the larger interests of the State and the country, these Boards are set up, and that the Boards function regularly. Many a time I find that Boards are constituted of persons who are not competent enough; and the State Government patronizes people by putting them on the Boards. It should be avoided. The Minister should look into these things specifically.

In page 5, line 3, it is provided that one sample should be collected. I would request the Minister to see that in the rules at least, it should be made a point to provide that instead of one sample, 3 samples should be collected, of which one should be with the Government, 1 with the pilot project

[Dr. Sarojini Mahishi]

and the third given to the laboratory. Otherwise the project people may say that they have got it analyzed already, and that the water analysis has given a very favourable report; so they need not resort to all this type of releasing the effluents deep into the sea etc. So, I hope that in the larger interests of maintaining the supply of pure water to the extent possible, these things should be looked into very carefully. I hope the Minister will pay attention to these things. If the integrated approach is not possible immediately, he would make efforts have it. I am very happy that the House has been able to given an integrated approach—from the point of view of health, as also of works and housing. Thank you.

THE MINISTER OF WORKS AND HOUSING AND SUPPLY AND REHABILITATION (SHRI SIKANDAR BAKHT): I am grateful to both the hon. Members for having contributed to this discussion on the amending Bill on Water Pollution.

I had to provide certain information, which I will do—first to Mr. Sinha. There have been prosecutions which have already started in 3 or 4 States. All the details are, of course, not ready with me just now; but I can assure him that things which were lying stale have got going. About the other point, it is only the 3 major States viz. Maharashtra, Tamil Nadu and Orissa which have not yet adopted the Water Pollution Act of 1974. But we have been able to persuade them to take the necessary action, to fall in line for the sake of uniformity. In Orissa, a resolution has already been introduced in the Assembly. Maharashtra and Tamil Nadu are also actively considering the adoption of this Act. The only States which remain are the smaller States, viz. Manipur, Meghalaya, Nagaland and Sikkim. But I think that by taking active, physical interest, we shall be

able to bring all the States in uniform line. Bihar has already done it.

There was one question put, about providing drinking water supply to the problem villages. It is not being done through surface wells. The primary idea of providing this water is that they get potable water which is free of all diseases. Otherwise there was no point in providing drinking water. So, it is not surface wells. They are being provided water through tube wells. It partly answered the question.

It appears that the hon. Dr. Mahishi got it wrong, about the question of allocations. When I was comparing figures, it related to the provision of drinking water supply to the villages; and it was not related to the functions of prevention and control of water pollution. It was not that. You may be happy to learn that during the course of the last year, we provided potable water to 18,000 villages; during the current year, our target is 27,000 villages and I am sure we are going to achieve it.

She said two things about the sweet will of the States. We have not left it to the sweet-will of the States; but we are not over-stepping also, because the States are sensitive about their own areas of authority. So, we are just persuading them, as colleagues and partners in a certain activity; and we are glad to tell you that the States are responding in a positive manner. About the sample, I would have been very glad to have accepted the amendment of the hon. lady Member if she had done it in time, but I am told that it is too late; and we shall surely like to adopt it in the rules, if it is possible. I commend that the Bill be passed.

MR. CHAIRMAN: The question is:

"That the Bill be passed."

The motion was adopted.



*Repealing and Amending Bill*

16.11 hrs.

**BRITANNIA ENGINEERING COMPANY LIMITED (MOKAMEH UNIT) AND THE ARTHUR BUTLER AND COMPANY (MUZAFFARPORE) LIMITED (ACQUISITION AND TRANSFER OF UNDERTAKINGS) BILL—Contd.**

MR. CHAIRMAN: We shall now take up further consideration of the following motion moved by Kumari Abha Maiti on the 20th November, 1978, namely:—

"That the Bill to provide for the acquisition and transfer of the right, title and interest of the undertakings of Britannia Engineering Company in relation to the Mokameh unit owned by it and the right, title and interest of Arthur Butler and Company in relation to the undertakings owned by it, with a view to ensuring the continued manufacture of railway wagons and other goods essential to the needs of the country in general and the Railways in particular and for matters connected therewith or incidental thereto, be taken into consideration."

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (SHRIMATI ABHA MAITI): Mr. Chairman, I am sorry, I could not reply to the debate yesterday. Yesterday, I had heard the points which were raised by the hon. Members in this House in regard to this Bill. One of the hon. Members has raised a question that why the term "Nationalisation" has not been used in this Bill under the chapter "Acquisition and Transfer of Mokameh Unit and Undertakings of Arthur Butler and Company." If you see Chapter II of the Bill you will find that we have sought to acquire the title as follows:

"The Mokameh unit and the right, title and interest of Britannia Engineering Company in relation to the Mokameh unit; and

the undertakings owned by Arthur Butler and Company and the right, title and interest of Arthur Butler and Company in relation to the said undertaking, shall, by virtue of this Act, stand transferred to, and shall vest in, the Central Government."

It is in its totality. This is the usual form of passing legislation and Title therefore is in order. This is the same as the popular term "Nationalisation."

One of the hon. Members has asked a question why so much losses have been incurred. The losses mainly sustained by these two companies are due chiefly to the fulfilment of unremunerative backlog of wagon orders from the Ministry of Railways. The management of these two undertakings tried to raise a question of review of wagon prices against 1974-75 Rolling Stock Programme but the Railways did not agree to such revision. The losses on the manufacture of wagons till 31-3-1978 in both these companies have been of the order of Rs. 1.90 crores. The average loss of per four wheeler wagon comes to about Rs. 14,000 on the old orders given to these companies prior to Government take over.

Under this scheme, while all post-take over dues of others will be met, pre-take over dues of only the employees will be met.

Though within this scheme, pre-take over loans granted by IRCI and Bihar State Financial Corporation will not be met, but considering these losses as losses to the Government concern, it was decided by the Government of India that the financial liabilities will be fully protected by the Central Government.

The shortfall which is estimated to be of about Rs. 32.27 lakhs will be

[Shrimati Abha Maiti]

assumed by the Central Government outside the scheme of acquisition.

One of our colleagues was mentioning about its assets and liabilities. If you see the assets of these two companies, the total asset comes to Rs. 290.55 lakhs while the liabilities, secured loans, current liabilities and government loans come to Rs. 304.99 for Arthur Butler and Rs. 325.27 lakhs for Britannia Engineering. Thus liabilities far exceed the assets. Some hon. Members ask: why compensate the old owners. There is no question of paying anything to old owners: in relation to the two companies, the liabilities are to the Government of India and other financial institutions like the IFC and other concerns of the Government of India. We have to meet those liabilities and we tried to give them back. Based on the pattern followed for the nationalisation of sick textile undertakings and other undertakings acquired in the recent past by the department, the maximum compensation that needs to be given for acquisition of these units would amount only to Rs. 290.55 lakhs. This amount would not be adequate to repay the central government loans which amounts to Rs. 426.31 lakhs advanced to the two units after the take over of their management. The compensation fund according to law is being conducted by the commissioner appointed for this purpose; as I have said the compensation fund will be only Rs. 290.55 lakhs and it will not be sufficient for the purpose. Therefore, it is proposed that a part of the central government loan will have to be written off. First, two priorities for payment out of compensation fund would be: employees dues and the post take-over secured bank loan of IFCI; these liabilities total Rs. 94.99 lakhs. This leaves a balance of Rs. 195.56 lakhs for payment of government loans. So, about Rs. 230.75 lakhs of government loan will have to be written off. The assets of these two companies which we

are going to acquire by this enactment will be transferred and vested in the new company which we are going to form in the ratio of Rs. 200 lakhs equity and Rs. 90.55 lakhs as loan.

A question has been raised about the headquarters. At present they are located in Calcutta. It has been decided by the Government of India to transfer the headquarters from Calcutta to Muzaffarpore because of its several advantages. Now these two companies are going to be one company and the name will be Bharat Wagon & Engineering Co. There will be one company only.

DR. RAMJI SINGH (Bhagalpur): Is there any advantage in having headquarters at Muzaffarpore?

KUMARI ABHA MAITI: Yes. Muzaffarpore is a Divisional Headquarter where essential facilities are available. Mokameh is a small town, not even a sub-divisional town where even essential facilities could be granted. That is why we have decided in favour of Muzaffarpore. This is all I have to say. I think the House will pass the Bill without any amendment.

MR. CHAIRMAN: The question is:

"That the Bill to provide for the acquisition and transfer of the right, title and interest of the undertakings of Britannia Engineering Company in relation to the Mokameh unit owned by it and the right, title and interest of Arthur Butler and Company in relation to the undertakings owned by it, with a view to ensuring the continued manufacture of railway wagons and other goods essential to the needs of the country in general and the Railways in particular, and for matters connected therewith or incidental thereto, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN: Now we take up clause by clause consideration.

*Repealing and Amending Bill*

The question is:

"Clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

MR. CHAIRMAN: There is an amendment for insertion of new Clause 3A. Dr. Ramji Singh, do you want to move?

DR. RAMJI SINGH: I beg to move:

'page 3,—

after line 11, insert—

"3A. The headquarter for both the Companies shall be situated at Mokameh." (2)

MR. CHAIRMAN: She has replied to this. Still you want to emphasise your point?

डा० रामजी सिंह (भागलपुर) : इनको सोचना चाहिए कि, इसको मानने में पाँच एडवान्टेज हैं। अगर इसका हेड क्वार्टर मोकामा में रखा जाता है तो एक तो यह एडवान्टेज है कि मोकामा में लाइन पर है। दूसरा यह है कि ब्रिटानिया इंजीनियरिंग कम्पनी में ज्यादा लोग काम करते हैं, बटलर कम्पनी की तुलना में। तीसरा यह है कि यहाँ बरीनी का पुराना औद्योगिक केन्द्र है, इस से भी यहाँ सुविधा हो सकती है। चौथी बात यह है कि जमालपुर का वर्कशॉप उसके पास है। अगर आप रेलवे बेगन बनाते हैं तो आपका यह कारखाना रेलवे कारखाने के पास होना चाहिए। पाँचवी बात यह है कि मुजफ्फरपुर में आपको हेड क्वार्टर के लिए स्थान खोजना पड़ेगा और वहाँ पैसा भी ज्यादा खर्च करना पड़ेगा जबकि मोकामा में विकास के लिए काफी स्थान है। मुजफ्फरपुर काफी कंजस्टेड टाउन है। विकेन्द्रीकरण के दृष्टिकोण से भी मोकामा में रखना अधिक लाभप्रद होगा। इनके अलावा कोई और बात हो तो दूसरी बात है।

MR. CHAIRMAN: Do you want to make a speech on it?

SHRIMATI ABHA MAITI: I have already said about the transfer of headquarters to Muzaffarpore. This has already been decided. I have already said that there are several facilities for which we have decided to locate it at Muzaffarpore.

MR. CHAIRMAN: Do you still want to persist Dr. Ramji Singh?

DR. RAMJI SINGH: I want to withdraw.

Amendment No. 2 was, by leave, withdrawn.

MR. CHAIRMAN: The question is:

"Clauses 4 to 33, First Schedule and the Second Schedule stand part of the Bill."

*The motion was adopted.*

*Clauses 4 to 33, First Schedule and the Second Schedule were added to the Bill.*

MR. CHAIRMAN: The question is:

"That Clause 1, the Enacting Formula, the Preamble and the Title stand part of the Bill".

*The motion was adopted.*

*Clause 1, the Enacting Formula, the Preamble and the Title were added to the Bill.*

SHRIMATI ABHA MAITI: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

*The motion was adopted.*

16.27 hrs.

## REPEALING AND AMENDING BILL

THE MINISTER OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI SHANTI BHUSHAN): I beg to move:

"That the Bill to repeal certain enactments and to amend certain other enactments, as passed by Rajya Sabha, be taken into consideration."

This is a non-controversial measure. It is one of those periodical measures by which enactments which have ceased to be in force or have become obsolete or the retention whereof as a separate Act is unnecessary. For instance when an amending Act has been brought into force with the result that the parent Act already stands amended, to retain the amending Act separately on the statute-book becomes unnecessary. Only the bulk of the statute-book gets fattening up without any practical purpose. This is a periodical exercise undertaken every three or four years. It is a slimming process just to keep the figure as beautiful as the figure of Mr. Chandrappan. If there are any formal defects of a purely formal nature in any Act, advantage is taken of this periodical exercise to remove those defects also. Any amendments which are made by such a measure are purely of a non-controversial character. Last time this exercise was gone through in 1974 which covered all the Acts upto 1970. This Bill covers Acts upto 1975. This is a purely non-controversial Bill. I do not think either I or any other hon. Member would really be justified in taking up the valuable time of this august House on a purely formal measure like this. I would, therefore, implore hon. Members to create a precedent by not making any speeches on this non-controversial measure and pass it unanimously.

SHRI K. GOPAL (Karur): If the hon. Minister assures us that he has not introduced anything else in this Bill, we agree to his proposal.

MR. CHAIRMAN: You are expected to know that. As the hon. Minister has said, there is nothing for making a speech. I think I can directly put it to the House.

The question is:

"That the Bill to repeal certain enactments and to amend certain other enactments, as passed by Rajya Sabha, be taken into consideration."

*The motion was adopted.*

MR. CHAIRMAN: There are no amendments.

The question is:

"That clauses 2 to 4, the First Schedule and the Second Schedule stand part of the Bill."

*The motion was adopted.*

*Clauses 2 to 4, the First Schedule and the Second Schedule were added to the Bill.*

MR. CHAIRMAN: The question is:

"That Clause 1, the Enacting Formula and the Title stand part of the Bill."

*The motion was adopted.*

*Clause 1, the Enacting Formula and the Title were added to the Bill*

SHRI SHANTI BHUSHAN: I beg to move:

"That the Bill be passed."

MR. CHAIRMAN: The question is:

"That the Bill be passed."

*The motion was adopted.*

14.31 hrs.

## SUPPRESSION OF IMMORAL TRAFFIC IN WOMEN AND GIRLS (AMENDMENT) BILL—

THE MINISTER OF EDUCATION, SOCIAL WELFARE AND CULTURE (DR. PRATAP CHANDRA CHUNDER): Sir, I beg to move:

"That the Bill to amend the Suppression of Immoral Traffic in Women and Girls Act, 1956, be taken into consideration."

†Moved with the recommendations of the President.

I would like to submit the main principles of this Bill so that the hon. Members will find that this is a very necessary welfare measure. In fact, the original Act was passed by the Parliament in 1956 in pursuance of the International Convention signed at New York on 9th day of May, 1950 for suppression of immoral traffic in women and girls. You will observe, Sir, that prostitution is the worst form of exploitation of women and as an institution it speaks of man's tolerance of this exploitation on an organised level in society. The original Act did not want to ban prostitution altogether because efforts had been made in many countries to ban prostitution but that had not succeeded. In fact, this evil has existed from time immemorial and in some societies prostitution was somewhat rationalised and a high status was given to a section of the prostitutes. You will remember, Sir, that in all ancient Greek cities a section of prostitutes known as hetairai had been very well educated and had taken part in civic activities and were given very high status. In our country also, in some towns ancient times, we find that the prostitutes, at least a section of them, called the *ganokas*, used to enjoy a very high status. In some of the ancient cities, the prostitutes had earned the title of *nagara sobana* that is, the glory of the city, the ornament of the city. Moreover, we find that in some of our ancient temples, prostitutes had acquired religious character and *derdasi* system was continued in some of these temples.

The menace had been attacked in modern times through several legislations. Now when this international body had decided that we should try to stop commercialisation of prostitution rather than banning prostitution altogether, the international convention was signed in New York in 1950. India wanted to adopt the provisions of this Convention and accordingly in 1956 this particular Act was passed. Now in working this Act, we noticed that there had been many lacunae and

there were many loopholes which enabled the interested sections in this type of factivity to go scot free and they went ahead with their profession or in support of the profession and it was not possible for the law and order authorities to enforce the Act strictly. Having derived experience of some of the loopholes, the Government discussed the matter at different levels and a Special Committee was set up.

SHRI VAYALAR RAVI (Chirayinkil): Personal experience?

DR. PRATAP CHANDRA CHUNDER: I may inform the hon. Member that I come from the City of Calcutta, where there are numerous prostitutes, and many of them are voters. They are also human beings and they deserve our sympathy and, to some extent, consideration.

As I was telling you, after having noticed some of the lacunae, the government set up the Committee at the instance of the Ministry of Social Welfare. The Committee also noticed some loopholes and ultimately the matter was taken up at the level of the Law Commission. The Law Commission also examined the provisions of the Act and made certain suggestions. Mainly on the basis of these suggestions, this particular Bill has been brought before this House for consideration. I would broadly indicate to the hon. Members the main provisions of this Bill.

In implementing the provisions of the Act, it was found that adequate man-power was not available for the purpose of helping the authorities dealing with law and order. In order to get additional or adequate man-power, the type of officer who would be involved in implementing the provisions of the Act is proposed to be changed. Under the existing provisions of the Act, special police officers who are to be appointed by the State Governments for dealing with offences under this Act shall not be below the rank of Deputy Superintendent of Police. If a Deputy Superintendent of Police is to be associated

[Dr. Pratap Chandra Chunder]

in the cases of offences coming under this Act, then it will be difficult to implement the provisions of the Act, because he is generally busy with many other serious types of crimes. So, in order to have adequate manpower to deal with this type of offences, it is proposed that the special police officer shall not be below the rank of Inspector of Police. An enabling provision has also been made to empower the District Magistrate to appoint retired police and military officers as special police officers.

Under the existing provisions of the Act, local witnesses are necessary. It is also provided that at least one of them should be a woman. Very often it was found that a local respectable woman was not available and, because of the absence of such a local respectable woman, proceedings could not be started. It is now proposed to widen the scope and provide that a respectable woman from any other locality is sufficient so that this difficulty which was created by insistence on the witnesses being from that locality might go.

Under section 10 of the present Act, we had certain provisions about probation, which was done more or less under the old Code of Criminal Procedure of 1898. The Code of Criminal Procedure was changed in 1973. Further, a new Probation of Offenders Act had been passed in 1958. Now it is suggested in this Bill that the Probation of Offenders Act should apply to this Act relating to the suppression of immoral traffic so that instead of sending the unfortunate women to jail, the Judge may consider it fit to keep these women under probation so that they may improve their conduct and not become jail birds in future.

None of these Acts, neither the Criminal Procedure Code Act of 1973 nor the Probation of Offenders Act 1958, would be applicable to Jammu

and Kashmir. We have made an alternative provision that if there is a corresponding law in that State, that also may be made applicable here.

Two more important provisions are sought to be introduced here. While it is not possible to ban prostitution altogether under this Act, power is being sought to be conferred upon the State Governments to notify certain areas to be free from prostitution. Under the present Act there is a ban on carrying on prostitution within 200 yards from any place of public religious worship, educational institutions, hospitals, nursing homes etc.

But here we propose to confer more power on the State Governments to notify certain other areas also, keeping in view population and other factors so that at least some areas will be zones free from prostitution. This is a welcome step in my submission because while we cannot ban prostitution altogether, at least certain zones can be kept free from prostitution at the discretion of the State Government.

Then, in the matter of trial under the existing Act, it was noticed that it was a time-consuming process. Some of the offences would take a long time and it would be expensive also. Taking this lacuna in view, interested parties would ultimately see that the guilty people escape punishment. So, it is proposed in this Bill that there should be provision for summary trial, and the appropriate authority, who has been specified in detail in the Bill can have this trial in a summary fashion; but if the magistrate feels from the evidence that fuller trial should be necessary, now that alternative power is also given to the magistrate.

Finally, another important provision is the creation of some special courts so that instead of going to the ordinary court which again will be a time-consuming process and expensive, now the State Government may declare

certain special courts in this matter and frame certain special rules for the purpose so that the trial can be dealt with very quickly.

These are some other important matters which are provided in this Bill and I strongly recommend to this honourable august House that this Bill may be passed so that we can plug the loopholes contained in the existing Act.

MR. CHAIRMAN: Motion moved:

"That the Bill to amend the Suppression of Immoral Traffic in Women and Girls Act, 1956, be taken into consideration."

SHRI P. RAJAGOPAL NAIDU (Chittoor): Sir, when I was studying in our College at Anantapur, when we had taken up the subject of Statistics, we had been asked by our professor to conduct two surveys. One is, the reasons for getting addicted to drinking and the other is on why girls and others are becoming prostitutes. Sir, in Anantapur we had surveyed 272 huts. At that time the prostitutes used to live in huts. We inquired into the matter, 90 per cent of them became prostitutes because of poverty, and there, our conclusion then was that unless this poverty of the people is eradicated, prostitution will remain there in our country. Even today the position is the same. The people below the poverty line are increasing and therefore, prostitution is also increasing. At that time it was in the huts. Now it is in the lodges concentrated in towns and cities. Many people who can invest money are bringing these girls and popularising this prostitution and earning lakhs of rupees. If we take, for example, Tirupathi, which is a holy place and which is renowned internationally, we are having several lodges numbering nearly 100 wherein prostitution is being practised, and therefore, eradication of prostitution is becoming very difficult. Of course

this Act is existing. In spite of this Act, nothing has been done to control it.

What is the reason? The reason is that there is corruption among the police officials. The police people are colluding with the investors and the lodge-owners and encouraging this prostitution. Of course, it is a good thing that the Minister is changing the Act so that the higher official is invested with powers of charging these prostitutes, but unless the character of the officials is changed, is it possible to implement even this legislation, even this amending Act?

Not only does it exist in the cities, but it is growing further. Some girls are being taken and sold in big cities. There was a case recently in Andhra Pradesh. There was a judicial probe, there was commotion. One Punjabi brought three girls and she was selling them, and therefore she was caught. She was bringing them from the villages to Hyderabad for the purpose of prostitution. Therefore, not only are they running the brothel houses, but they are also taking girls from the rural areas to cities for earning money by selling them.

Not only that. Because some countries are becoming affluent, they want girls from our country. It is unfortunate that some of the people are engaged in carrying girls to other countries also, and there they are selling them and getting money. Therefore, how is it possible to arrest this traffic, traffic from rural areas to cities and from cities to other countries? That the Minister has to take into consideration.

I am very glad that he has said that when these unfortunate sisters are rescued from these prostitute homes, they must be on probation. There must be rescue homes and Government has to allot money so as to run them and see that they are given some work. Because they are not able to earn their livelihood, they are taking up prostitution. So, if Government can



[Shri P. Rajagopal Naidu]

give them some work in rescue homes, I think we can better their lives.

The Minister has said that they are carving out some zones so as to prohibit prostitution in those areas. It is a good thing, but first they must take up the cities Delhi, Bombay, Calcutta—Where the population is growing fast and where this woman-traffic is becoming more. If they can concentrate on certain cities and experiment with this, it is quite possible to remove and to restrict this traffic in minor cities and towns.

I am very glad that he has come up with this legislation. I want its implementation, and I want him to take measures to remove corruption among the officials.

श्री लक्ष्मी नारायण नायक (खजुराहो) : माननीय सभापति जी, माननीय शिक्षा मंत्री महोदय ने जो स्त्री तथा लड़की घनैतिक व्यापार दबाने (संशोधन) विधेयक, 1978 रखा है उसका मैं स्वागत करता हूँ। इस सम्बन्ध में मैं कहना चाहता हूँ कि शिक्षा मंत्री जी ने अभी बयान दिया है कि हम वैश्यावृत्ति को पूरी तरह से नहीं रोक सकते हैं, केवल कुछ ऐसे क्षेत्र हैं जिन पर हम पाबंदी लगा सकते हैं तो यही बात शराब-बंदी के बारे में होती है। एक ओर तो शासन चाहता है कि हम शराबबंदी करें लेकिन दूसरी ओर कुछ मोह भी रहता है कि हमें आमदनी भी मिलती जाये। दोनों बातें एक साथ नहीं हो सकतीं। इस लिये मेरा निवेदन है—जब इस ज्ञान में इनके अच्छे विचारों के व्यक्ति हैं, जो वैश्यावृत्ति को बुरा समझते हैं—तो इस के लिये उन्हें कुछ ऐसे कठोर कदम उठाने चाहियें, जिस से यह समाप्त हो जाये।

अभी एक माननीय सदस्य ने बताया कि वैश्यावृत्ति किस तरह से पनपती है। यह बात सही है कि यह गरीबी के कारण, जब किसी महिला के पास साधन न हो, उसे साधन जुटाने के लिये बाध्य हो कर ऐसा करना पड़ता है। मेरा निवेदन है कि जहाँ-जहाँ इस तरह से वैश्यावृत्ति पनप रही है, शासन वहाँ सर्वेक्षण करावे और उन महिलाओं और लड़कियों को जो इस ओर जा रही हैं—उन को काम देने की प्रेरणा देनी चाहिये। वैश्यावृत्ति पुलिस से भी तात्सुक रखती है और दूसरी ओर जो सख्त देने की मशीनरी है—उस से भी तात्सुक रखी है। इस लिये सर्व-प्रथम हमें इस का

सर्वेक्षण करना चाहिये कि किन-किन क्षेत्रों में और कहाँ-कहाँ यह वैश्यावृत्ति पनप रही है। इस को रोकने के लिये वहाँ पुलिस के द्वारा और दूसरे विभागों के द्वारा उन को साधन दिये जायें और ऐसे प्रयत्न होने चाहिये—ताकि इस को भागे बढ़ने से रोक जा सके।

इस में कहा गया है यदि इस कानून को सभी जगह लागू नहीं कर सके—तो सार्वजनिक स्थानों में, धार्मिक स्थानों में, परिचर्या गृहों में, छात्रावासों में, अस्पतालों में, ऐसे उन सभी क्षेत्रों में जहाँ इस पाबन्दी को लगा सकते हैं, वहाँ पर लगायेंगे। मैं चाहता हूँ कि इस के लिये कोई विशेष क्षेत्र ही सीमित न रखा जाय, बल्कि सारे भारतवर्ष में इस को रोकने के लिये इस कानून को लागू किया जाये। चाहे कोई महिला हो या लड़की हो या कोई भी व्यक्ति हो जो इसे प्रोत्साहन देता है या इस के पनपाने में मदद करता है—उन सब को दंड मिलना चाहिये। हमारा भारत एक चरित्रवान देश है, इस देश की महानता इसी बात में छुपी है—लेकिन फिर भी कई शहरों में, कई क्षेत्रों में यह चीज पनप रही है और इस को मिटाने में हम अभी तक समर्थ नहीं हो सके हैं। मैं चाहता हूँ कि शिक्षा मंत्री इस मामले से बहुत मजबूत कदम उठावें तथा इस को समाप्त करने के लिये हम को हर तरह के उपाय सोचने चाहिये।

इस में कहा गया है कि तीन मास तक की सजा दी जायगी। मेरा निवेदन है कि जो महिला या लड़की इस प्रवृत्ति को अपनाती है, उस के लिये तीन महीने की दंड की अवधि बहुत कम है, उस को इस से ज्यादा सजा मिलनी चाहिये।

इस बिल में कुछ सुधार संस्थाओं का भी जिक्र किया गया है। न्यायालय यदि चाहे तो उन को कारावास के बजाय सुधार संस्थाओं में भी भेज सकता है। यह बात तो ठीक है, लेकिन हमें यह भी देखना होगा—बहुत से आश्रम ऐसे हैं, जिन का ऊपरी शिवा देखने में तो बड़ा अच्छा है, ऐसा मालूम होता है कि वहाँ महिलाओं का संरक्षण हो ता है, लेकिन दूसरी तरफ उन के अन्दर भी पाप होता है, उन के अन्दर भी दुराचार होता है। अपने स्वार्थों को मिट करने के लिये इन तरह के आश्रम बना लिये जाते हैं। मैं चाहता हूँ कि इसी तरह की गलत संस्थाओं में, गलत आश्रमों में उन को न भेज कर सही आश्रमों में भेजा जाये। इस तरह के आश्रम केवल सरकार से दत्त लैने के लिये बनाये जाते हैं। इस लिये मैं शिक्षा मंत्री जी से कहूँगा कि जो सही संस्थाएँ हैं उन्हीं को सौंपा जाये दूसरों को न सौंपा जाये, ताकि उन बहनों का आचरण ठीक बन सके, उन में कुछ सुधार हो सके।



धारा 16 और 17 में लड़कियों को छुड़ाने के बारे में कहा गया है। मेरा निवेदन है कि जो बहनें किसी के गठबन्धन से छुड़ा ली जाय, उन को ऐसी जगह रखा जाय, जहाँ पर उनका सुधार हो सके। उन का इस तरह का काम सिखाया जाय जिस से वे स्वावलम्बी बन सकें, बाहर आ कर अपनी जाविका अच्छी तरह से चला सकें, और उन के आचरण को देख कर समाज पर अच्छा असर पड़े। ऐसी व्यवस्था होनी चाहिए क्योंकि संस्था में भी रहें और अगर वे स्वावलम्बी न बन सकीं तो बाहर वही रवैया अपना सकती हैं। इसलिए उन को ऐसे काम देने चाहिए, जिस से वे स्वावलम्बी बनें और उन का समाज पर अच्छा असर पड़े और जा वेश्यावृत्ति की प्रवृत्ति है उस को बंद छोड़ें।

विशेष न्यायालय की बात की गई है। ठीक है, वे होने चाहिए ताकि जल्दी से जल्दी फैसले हो सकें और सही न्याय वे दे सकें। दूसरी ओर हम ने यह भी देखा है कि अभी भी इस देश में कुछ बड़े आदमी अपनी बुरी प्रवृत्ति के कारण अपने फायदे के लिए कई लड़कियों को भगा ले जाते हैं और अपने चंगुल में फसाते हैं। इस को रोकने में पुलिस निष्क्रिय रहती है और कुछ काम नहीं करती है और उन का पकड़ने में सफल नहीं होता है। इस के कारण गरीब घराने की महिलाओं को ले जाने में आज कई दुष्प्रवृत्ति के आदमी सफल हो जाते हैं और पुलिस अक्षम रहती है। इस तरफ भी शासन का ध्यान देना चाहिए और जो ऐसे गलत आदमी हैं, जो जुल्मी आदमी हैं, जो इस तरह से महिलाओं और बालिकाओं को भगाते हैं, उन के खिलाफ सख्त कार्यवाही होना चाहिए क्योंकि 31 वर्ष की आजादी के बाद भी ये लोग अपनी मनचाही करते हैं और पुलिस से गांठ-गांठ कर के यह काम करते हैं। देहातों में अभी भी यह काम हो रहा है। इसलिए इस ओर भी शासन का सख्त कदम उठाने चाहिए और मैं चाहूंगा कि केवल एक ही क्षेत्र में ही नहीं बल्कि पूरे देश में वेश्यावृत्ति समाप्त हो। इसके लिए भी सख्त कदम उठाने चाहिए क्योंकि यह बहुत ही बुरा काम है। इस चीज को रोकने के लिए हर तरह के साधन जुटाए जाएं और उन को अच्छी शिक्षा दे कर उन का चरित्र बनाया जाए और भारत में एक अच्छी परम्परा कायम हो।

इन शब्दों के साथ मैं इस संशोधन विधेयक का समर्थन करता हूँ।

**SHRI VAYALAR RAVI** (Chirayinkil): Mr. Chairman, Sir, this is a very simple Bill as the hon. Minister has put it. Naturally, the House will extend all the support to it.

Whether prostitution is an evil or a profession is a question to be asked. It is more a profession than an evil.

But it has been characterised as an evil even in Hindu mythology and in the Old and the New Testaments. If we go through the Old and the New Testaments, you can see that many punishments have been prescribed. It has been said that there are different kinds and different types of prostitution and different punishment have been cited for each category. The Hindu mythology mentions how it has been in existence. If we look into these things—I do not know whether the fanatics will agree with me or not—you will find that in a way it has been legalised. In one sense, it cannot be called as an evil. It is considered as a human necessity and, even so for diplomatic purposes, as practised by ancient kings and Hindu mythology.

In modern times, many people have made a study of it. In India itself, I believe, many books have come out on the subject. Many studies have been made on the living conditions and the circumstances in which this kind of a thing has spread in big cities. We come across many reports about brokers as to how they apply coercion and force and indulge in these things. In a city, like, Bombay and Calcutta—I do not know much about Delhi—the Minister may be knowing that there are many cases where village girls have been brought there and sold out. The police sometimes makes a raid and the girls say, "We have been brought here and sold out." Such reports are there. Mr. Naidu was telling about a recent case. I remember, there was a big commotion among the people, specially among the student community, in Hyderabad. They demonstrated in front of the State Legislative Assembly demanding the withdrawal of a remark made by a Minister of the Andhra Pradesh Government.

Of course it is a very regrettable remark that he made, but there is one point to be thought over. There are reports of people coming from the Gulf area called Arabs who temporarily marry poor Muslim girls and then go away after two months of stay



this profession but to take to some other profession. I say this because prostitution has become a profession. That is the problem. We say a report that, once, in Tokyo, thousands were parading in the street demanding more amenities, making demands on the Government. Here fortunately, so far, there has been no demonstration by the prostitutes. May be, one day in the streets of Calcutta they may parade asking for improvement in their working conditions; they may gherao you, the Minister, because you represent that area. In Bombay also I suspect it may come about one day. During the municipal elections, even big leaders went there; the former Prime Minister walked through that area with folded hands saying 'Namaste' because they become respectable at the time of elections?

17.05 hrs.

[DR. SUSHILA NAYAR in the Chair]

It is necessary that, through social reforms and a kind of economic uplift, we persuade these people to get out of the brothel houses. We can reform them and rescue them from the brothel houses. But there is no proposal for that today. Once in a while, the police may raid big hotels and put those people in jail. That is what is happening now in all cities. I want to make a suggestion here. Now, there is a provision in the Bill that a Magistrate can order a police officer to raid a brothel house and produce any girl below 21 years before him. Even a prostitute herself can escape from the custody of the brothel house by putting up an application before a Magistrate. That is a welcome feature. But my suspicion or apprehension is this: how can the girl submit this application? Will any girl in a brothel house be allowed, or be free, to submit such an application before a Magistrate? My apprehension is that she has no chance to do that. Immediately she will be beaten up and killed.

What I want to say is this. You may make this suggestion to the State Governments that periodical visits may be made to the brothel houses, so that the girls there may have private talks with the police officials; or the police officials themselves may interview these girls and ask them whether they want to go away from there and if they want to go away from there, they should be helped. Today there is no such method. The police or a competent judicial authority should interview or interrogate these girls in the brothel houses and ask them whether they want to stay there or they want to run away. If they want to run away, please rescue them. The initiative must come from the States. So, far, no such initiative has come from the States. They are only thinking of penal action because they consider this as a criminal offence; they view it more as a criminal offence than as a social reform. I wish your Ministry takes a lead in this and gives directions to the State Governments—not only to treat it as a criminal offence but also consider the aspect of social reform. They can have a periodical interrogation of the girls living in the brothel houses, and if any of them wants to be freed from the clutches of the toutus and pimps, she should be freed. You can make use of this provision of making an application before a magistrate to save them from the chains of slavery. This is the suggestion that I want to make and I hope the Minister will make his comments on this.

Lastly I come to the disease that they can spread. I do not know whether it will come under the purview of this. There are provisions for periodical medical check-up of these brothel houses because they can spread the disease, especially among young men of this country. I do not have the statistics at the moment. Even in foreign countries, we hear, it is considered as one of the most epidemic diseases. It was spread by the American Soldiers from Vietnam. Yesterday there

[Shri Vayalar Ravi]

was an occasion; Mr. K. P. S. Menon was speaking; he was telling a story as to what Mr. Khrushchev told him. It seems, he told Mr. Khrushchev, "Well, you could eradicate Malaria and other epidemic diseases from the Soviet Union", and to this, Mr. Khrushchev retorted and said, "Not only this but even venereal disease; we could not get the specimen; to get a specimen, we had to go to foreign Embassies." This is what Mr. Khrushchev had said about Soviet Union. In certain countries this virus is spreading....

SHRI A. BALA PAJANOR (Pondicherry): Which Embassy?

SHRI VAYALAR RAVI: Foreign Embassies.

So, it is necessary that we should see that a periodical medical aid and check up must be there. It must be enforced. It must be in the law, but it is not enforced by any authority. When we are speaking about the suppression of immoral traffic, there must be a specific provision. It must be obligatory on the part of the municipal authority or the government or the Police that this medical check up and medical control must be there because prevention is better than cure. Unfortunately, that provision may be there but it is not being enforced. I would like the hon. Minister to kindly look into this and take effective steps because it is necessary to keep our society free from this disease.

With these words I support this Bill. I hope he will see that this profession is minimised and will not consider it as an evil. It may be a human necessity. I will not go into the necessity aspect of it because my wife may be here. The prostitutes also serve the society and they cater to the human necessity of a certain age. So we cannot forget, that aspect also and they may even demonstrate one day for better amenities.

Anyhow I congratulate the Minister and request him to look into the matter. I hope he will look into the other aspects of the matter also and deal with the points that I have raised.

श्री श्रीम प्रकाश त्यागी (बहराइच) : सम्पाति महोदय, इस बिल की भावना का तो मैं स्वागत करता हूँ, परन्तु इसमें एक अधूरापन देखा गया है। इसका मूल कारण एक है, जब कोई विधेयक बनता है तो सरकार उसको पूरी जानकारी कर के तब विधेयक मानने लाती है, परन्तु मेरा जहाँ तक ज्ञान है सरकार ने इस प्रश्न को कि बहिनें वेश्याएँ क्यों बनती हैं, वह अपनी रोजी-रोटी के लिये अपने शरीर को बेचती हैं या श्री कोई कारण है, इस की तरफ ध्यान नहीं दिया। जब तक कारणों का पता न चले, तब तक यदि कोई भी विधेयक बनाया जाये, वह अधूरा रहेगा। यह सिर्फ़ दिमागी कपट हो सकती है। आज तक सरकार ने हमारे देश में कोई भी इस प्रकार का कमीशन नहीं बनाया जो वेश्यालयों में जाकर इस प्रकार की जाँच करे कि वह क्यों वेश्याएँ बनती हैं। उन कारणों को जानने के पश्चात् अगर विधेयक यहाँ लाया जाना तो वह बहुत अच्छा होगा। आप यहाँ विधेयक लाये हैं, इसका मैं स्वागत करना हूँ।

मैं अपने जीवन में सामाजिक कार्यकर्ता रहा हूँ और आर्य समाजी होने के नाते इस क्षेत्र में थोड़ी बहुत जानकारी भी रखता हूँ। जिस देश में बहिनों को अपनी रांटी के लिये, अपने जीवन-निर्वाह के लिये अपने शरीर को बेचना पड़े, वह सबसे ज्यादा बड़े कलंक की बात उस देश पर है। उससे ज्यादा बड़ा कलंक नहीं हो सकता है। मैं समझता हूँ कि आजादी के बाद पहला कर्त्तव्य था कि हमारी सरकार इस कलंक को भारत के माथे से दूर करती, इस पर पूर्ण प्रतिबन्ध लगाना चाहिये था। लेकिन आज भी अधूरा, लंगड़ा विधेयक लाया जाता है और इस बात को मान कर चल रहे हैं कि वेश्याओं पर पूर्णतया प्रतिबन्ध नहीं लगाया जा सकता और इस प्रकार की भावना आज सरकारी बैंचों से आती है तो मैं समझता हूँ कि यह भारतीय संस्कृति के सर्वथा विपरीत आवाज है जो कि हमें सुनने को मिली कि इस पर पूर्णतया प्रतिबन्ध नहीं लगाया जा सकता जो कि लगाना चाहिये था।

मेरी दृष्टि में बहिनें सामाजिक कुरीतियों के कारण वेश्यालयों में जाती हैं। यह पर बाल-विवाह हो रहे हैं, यहाँ विधवाओं के विवाह होते नहीं, यहाँ दहेज की कुप्रथा है, जन्मगत जाति-पात आदि इन सामाजिक कुरीतियों से विश्व होकर ये बहिनें कुथ पर जाती हैं, और कोई कारण बचा हो सकता है इसके जाने का। बाल विवाह के कारण 5, 5 और 10, 10 साल की विधवाएँ रहती हैं।

माननीय मंत्री बंगाल से आते हैं, उन्हें तो काकी जान होगा 0 साल से, 15 साल तक की बहुत विधवाएँ हैं, उनका कोई स्थान समाज में नहीं है, कोई सम्मान नहीं है वह शादी और विवाहों में शामिल नहीं हो सकती। अगर वे किसी पर्व में चली जायें, तो उसको पाप माना जाता है। अगर उन में लज्जा होती है, तो वे घर से निकल कर मधुरा, वंदावन या काशी चली जाती हैं, नहीं तो उनके लिए एक मार्ग था—वेश्यालय में जाना, और अगर किसी विधर्मी की शरण मिल जाये, तो वहाँ चली जाती हैं।

इस का दूसरा बड़ा कारण है गरीबी, निर्धनता। निर्धनता के कारण लोग-बाग बहनों को ले जाते हैं। आज भी—प्राजादी के तीस साल बाद भी—हमारे जो सब से गरीब भाई ट्राइबल एरिया में रहते हैं, चाहे वह केरल हो, महाराष्ट्र, मध्य प्रदेश या उड़ीसा हो, लोग उन की लड़कियों को प्रलोभन के बल पर, उन की गरीबी का नाजायज फायदा उठा कर, ले आते हैं और बाकायदा गाय-भैस और बकरियों की तरह बाजार में उन की बिक्री हो रही है। और केवल भारतीय बाजार में ही नहीं, भारतवर्ष की नारी विदेशों के बाजार में भी बेची जा रही है, इसमें ज्यादा शर्म की बात हमारे लिए क्या होगी? बम्बई और हैदराबाद में विदेशी धनी लोग अपनी धूलियाँ ले कर जाते हैं, शादी का झुमा होता है, और लड़कियों को कहीं ले जा कर विदेशों में बेचा जाता है। लड़कियों को केरल से सीधे यूरोप में ले जाया जाता है। हम ने सरकार से कई बार कहा है कि वह यह पता लगाने के लिए कमीशन नियुक्त करे कि वे लड़कियाँ कहाँ जा रही हैं। नौकरी के नाम पर, परमिट ले कर, लड़कियों को यहाँ में एकमपोर्ट किया जा रहा है। जिस देश की लड़कियाँ बाहर बिकें, उस देश में इस प्रकार का लंगड़ा-लूला विधेयक आये, यह देख कर मुझे हादिक वेदना हुई है। रूलिंग पार्टी का सदस्य होने के नाते मैं इस विधेयक की भावना का समर्थन कर रहा हूँ। इस की भावना तो अच्छी है, सरकार का इरादा तो है, लेकिन वह इरादा पूरा हो सकेगा, मुझे इस में संदेह है।

समाचारपत्रों में बयान आये हैं कि देहरादून से आये तो बाकायदा लड़कियाँ बिकती हैं। वेश्याओं के दलाल वहाँ जाते हैं और लड़कियों को खरीद कर ले आते हैं। क्या सरकार को इन बातों की जानकारी नहीं है? अगर सरकार को इस बात की जानकारी नहीं है, और साधारण सामाजिक कार्यकर्त्ताओं को जानकारी है, तो मैं समझता हूँ कि सरकार की मशीनरी में दोष है, और उस दोष का सुधार सब से पहले होना चाहिए।

अभी बम्बई की एक कहानी सामने आई है कि इस देश में कुछ गिरोह घूम रहे हैं, जो सड़क पर खेलती हुई लड़कियों को उठा कर ले जाते हैं, बम्बई में उन को घर में वालते हैं और नौजवान होने पर वे लड़कियाँ बाजार में बिक्री के लिए

चली जाती हैं, जैसे हरियाणा से छोटे बछड़े को ले जाते हैं और बड़ा होने पर, उसको बेच देते हैं। इस प्रकार जिन लड़कियों का किडनेपिंग होता है, वे सब वेश्यालयों में चली जाती हैं।

देश में अब नये वेश्यालय बने हैं, क्या सरकार को उनका ज्ञान है? डिफेंस कालोनी, फ्रेंड्स कालोनी, बड़ी बड़ी पोश कालोनीज में लोगों ने बाकायदा मकान किराये पर लिए हुए हैं। वहाँ पर भले घरों की लड़कियों को बहका बहका कर लोग ले जाते हैं और वह लोग जो अपने को सो-काल्ड नेता, सो-काल्ड धनी या समाज के बड़े भारी भगुवा कहलाते हैं वह वहाँ जाते हैं। यह सब जानकारी पुलिस को है, पेपर्स में यह बात आ रही है। तो आप इन नये वेश्यालयों का क्या करेंगे? हिन्दुस्तान टाइम्स में एक बार काल-गर्ल्स के बारे में निकला। आप को जानकारी होगी काल-गर्ल्स के बारे में। कालेज की लड़कियाँ होती हैं, बाकायदा यह कहा जाता है कि विशेष फोन नम्बर पर उन को काल कीजिए और होटल में बुला लीजिए। वहाँ से बाकायदा संकेत मिलता है कि कलां रंग की माड़ी पहने होगी और उस की यह ड्रेस हांगी। काल गर्ल का काम करने वाली उन लड़कियों से प्रेस रेप्रेजेन्टेटिव्स ने बाकायदा इंटरव्यू लिया कि तुम को यह शौक क्यों है? कुछ ने कहा कि गरीबी के कारण वह ऐसा करती हैं। कालेज का खर्च भ्रदा नहीं कर सकती, इसलिए वह काल गर्ल बनती। कुछ ने कहा कि हम शौक से बनती हैं। हम बड़े घर की लड़कियाँ हैं, हमें पैसे की कमी नहीं, लेकिन हमें शौक है नये नये लड़कों से मिलने का। इस प्रकार से ये काल गर्ल्स वेश्याओं का कार्य कर रही हैं।

एक जानकारी और दे दें आप को। बड़े बड़े होटलों में पैसे वाले जिन्होंने ब्लैक मार्केटिंग का पैसा जमा किया है, कमरे रिजर्व कर के रखते हैं और वहाँ पर ले जाते हैं लड़कियों को। हिन्दुस्तान टाइम्स में एक बार निकला था—सेकेंड वाइव्स। मंत्री महोदय जानते हैं यह सेकेंड वाइव्स कौन हैं? दिल्ली में सेकेंड वाइफ स्टेनों के नाम पर प्राइवेट मैकेटरी के नाम पर लोग रखे हुए हैं। बेचारी गरीब घरों की लड़कियाँ मजबूर हो कर चली जाती हैं ....

श्री भूही लाल (विजनौर) : त्यागी जी, गरीबों को अपमानित मत करो।

श्री प्रोम प्रकाश त्वाणी : यही हो रहा है। मैं यही कह रहा हूँ कि मजबूरी में ये लड़कियाँ जा कर वहाँ काम करती हैं। .... (व्यवधान) ... जरा एक मिनट ठहरिए, मैंने जीवन निकास दिया है इसी में।

मैं यह कहना चाहता हूँ कि जो ये कारण हैं इन कारणों को दूर किए बिना सरकार इस दोष को खत्म नहीं कर सकती।

[श्री धीम प्रकाश त्यागी]

मेरे एक भाई ने धमकी कहा कि लड़कियों की डाक्टरी होनी चाहिए। इस के मानी कि आप वेश्याओं को स्वीकार करें और फिर उन की डाक्टरी करें लेकिन जो वहां जाते हैं उन की डाक्टरी हो या नहीं हो? मैं एक बात आप से जानना चाहूंगा। अगर कोई लड़की वेश्या का काम करती हुई पकड़ी जाय तो कानून उस को दंड देने की बात आप ने कही है। लेकिन मैं देख नहीं पाया हूं, अगर कोई है तो बता दीजिएगा, जो लोग वहां वेश्याओं के पास जाते हैं उन के लिए विधान में कहीं कोई सजा है? मेरी जानकारी में उन के लिए कोई सजा नहीं है। जब तक आप जाने वाले को सजा नहीं देंगे, जो वहां जा कर हमारी बहनों के साथ नाजायज फायदा उठाते हैं, उन को सजा नहीं देंगे तब तक आप का कानून अधूरा है और लंगड़ा है। जिसे गरीबी के कारण या और सामाजिक कारणों से, इस आर्थिक ढांचे के कारण से अपनी शरीर बेचना पड़ा उसी को सजा और उस ब्लैक मार्केटियर को नहीं जो वहां गया है? इस कानून में उस को डबल सजा होनी चाहिए ताकि वहां जाने वाला ही न रहे। न रहेगा बांस न बजेगा बांसुरी।

तीसरी बात कहना चाहता हूं, जो विदेशों में लड़कियां जा रही हैं और वहां पर जा कर बिक्री हो रही है वेश्याओं के नाम पर, जो वहां वेश्याओं का काम कर रही हैं। रखील के रूप में रह रही हैं, उस पर विदेश मंत्रालय के साथ मिले कर प्रतिबंध लगाइए और जो लड़कियां जा चुकी हैं नौकरी के नाम पर उन के बारे में जांच कमीशन बिठाइए, उन की जांच कीजिए, उन से पूछिए कि आप के साथ क्या व्यवहार हो रहा है? वास्तव में नौकरी के लिए आई है या और कोई चीज है?

एक बात और कहूंगा। सामाजिक रेवोल्यूशन के लिए आप ने कानून तो बनाए हैं लेकिन हमारे यहां एक दहेज की प्रथा है। मैं एक उदाहरण देना चाहता हूं। नाम नहीं लूंगा। एक हमारी बहन यहीं दिल्ली में पथभ्रष्ट हो कर के एक आदमी के साथ भाग गई। दिल्ली में बड़ा हल्ला मचा क्यों कि दोनों भलग भलग धर्मों के थे। मैंने उस बहन से जा कर पूछा कि बहन, तुम क्यों भा गई? उस ने कहा कि त्यागी जी, हिन्दू जाति ने मुझे ठोकर मार कर निकाल दिया है। मैं यहां आ गई हूं, यह तो अच्छा है, नहीं तो मैं वेश्यालय में भी जा सकती थी। उस ने बताया, मेरे बाप की तीन लड़कियां थीं। तीनों पढ़ी लिखी, एम ए पास, लेकिन जब शादी की बात आए तभी दहेज मांगा जाता था। देने को नहीं था। मेरी बड़ी बहन कुबारी रह गई, छोटी कुबारी रह गई। मैं ने सोच लिया कि मेरी भी शादी होगी नहीं, बाप बड़वा हो गया, तो मैं ने यह आदमी चुन लिया। मैं ने समझ लिया कि हिन्दू धर्म में मेरे लिए स्थान नहीं है, मैं विवश होकर चली गई। आपने दहेज प्रथा के खिलाफ कानून बनाया है लेकिन आपने

उसको कानिजेबल आफेंस क्यों नहीं बनाया ताकि पुलिस ऐक्शन ले सके। जबतक जन्मगत जातियां बनी हुई हैं तब तक उन्हें अच्छे बर नहीं मिलेंगे। अन्तर्जातीय विवाह होने चाहिए। इस सम्बन्ध में आपने क्या कानून बनाया है? इसी तरह से बाल विवाह को रोकने के लिए क्या आपके पास कोई कानून है? आप नौकरियों के लिए प्रलोभन के रूप में और क्वालिफिकेशंस के साथ यह क्वालिफिकेशन भी जोड़ दीजिए कि जिसने अन्तर्जातीय विवाह किया होगा उसको सेलेक्ट किया जायेगा तो कुछ वर्षों के अन्दर ही जन्मगत जातियां अपने आप ही समाप्त हो जायेंगी। क्या आप इस बात के लिए तैयार हैं? राजस्थान में आज भी एक साथ सौ सौ बच्चों को गोद में बिठाकर शादियां की जा रही हैं। इसलिए मंत्रीजी को चाहिए कि वे ला-मिनिस्टर के साथ बैठकर इन बातों को कानिजेबल आफेंस बनायें और कुछ लोगों को जेल में भेजें। आज तक न तो कोई आदमी दहेज के नाम पर जेल गया और न बाल विवाह के लिए जेल भेजा गया। इसलिए जब तक यह सामाजिक कुरीतियां हैं तबतक इस समस्या का समाधान नहीं होगा।

मैं कहना चाहता हूं कि यदि आप वेश्यावृत्ति को रोकना चाहते हैं तो जिस प्रकार से आपने हरिजनों तथा आदिवासियों के लिए नौकरी में पर-सेंटेज रखा है उसी प्रकार से गरीब बहनों के लिए आप परसेंटेज निश्चित करें ताकि वे अपना शरीर बेचने के बजाये नौकरी करके अपने पैरों पर खड़ी हो सकें। वेश्यावृत्ति को रोकने का यह सही तरीका है।

अन्त में मैं आपको धन्यवाद देता हूं कि आप यहां पर यह बिल लाये और मुझे अपने दिल के विचारों को उपस्थित करने का अवसर दिया। मैं इस बिल की भावनाओं का समर्थन करता हूं पर मैं चाहता हूं कि आप पुनः सोच विचार कर तथा कारणों की जांच करके बाद में ऐसा विधेयक लायें जिससे कि वेश्यावृत्ति का कलंक इस देश से मिट सके। इन शब्दों के साथ मैं आपको पुनः धन्यवाद देता हूं।

डा० रामजी सिंह (भागलपुर): सभापति महोदया, मंत्री महोदय ने बताया है कि भारतवर्ष में वेश्यावृत्ति प्राचीन है। उन्होंने देवदासी प्रथा का भी वर्णन किया है। मुझे स्मरण है कि 1956 में जब यह विधेयक इसी महान सदन में विचार के लिए आया था तब उस समय के गृह मंत्री वातार साहब ने कहा था कि संविधान में भी पेशे का हक है इसलिए इसको रोका नहीं जा सकता है। लगता है कि जब कोई मंत्री बन जाते हैं तब वे इतिहास और संविधान की दुहाई देने लग जाते हैं। मैं यह बात बहुत कष्ट से कह रहा हूं, क्रोध से नहीं।

अभी आपने भारतीय संस्कृति का उल्लेख किया है। इस ऐक्ट का नाम है—सप्रेमन आफ इम्मारल ट्रेफिक ऐक्ट—यानी अंग्रेजी में सीता (SITA)।



सीता के सम्बन्ध में बाल्मीकि रामायण में है, रावन ने कहा था :

‘पंच दास्यः सहस्रानि सदा स्थास्यति समुखे ।’

हे सीता, पांच हजार दासियां तुम्हारी चरण सेवा करेंगी, तुम हमारे सामने आ जाओ लेकिन उन्होंने स्वीकार नहीं किया था । यह बात तो रामायण काल की है ।

वैदिक युग में महाराज अश्वपति के यहां ऋषि आये लेकिन उन्होंने भोजन करना अस्वीकार कर दिया । अश्वपति जी को कहना पड़ा कि महाराज, मेरे राज्य में न कोई मछली है, न कोई व्यभिचारी है और न कोई व्यभिचारिणी है :

मे स्तेतो जनपदे न कदर्या न मद्यपः नाना-  
हिताग्निना विद्वान् स्वर्गे स्वरिणी कुतः ?

तब कही जाकर उन्होंने भोजन किया । आज हम यहां कहना है कि वैश्यावृत्ति बन्द नहीं हो सकती है । यह अपने आत्म-परराज्य का घातक है । अभी हाल में हमारे प्रधान मंत्री जी ने, जो सचमुच में सात्विकता के प्रतीक हैं, 11 नवम्बर को कहा था—  
PM promises all help to fight prostitution.

लगता है, शिक्षा मंत्री जी ने उन के उस वक्तव्य को नहीं देखा । उन्होंने कहा था—हमारे यहां तीन बीमारियां हैं—एक है “वैश्या-वृत्ति” दूसरी है—ड्रग (Drug) और तीसरी है—मद्य-पान । ये तीनों बीमारियां हमारे सामाजिक स्वास्थ्य को ध्वस्त कर रही हैं । जब तक इन तीनों का हम समाप्त नहीं करेंगे—भारतवर्ष में न कोई सात्विक राजनीति का प्रादुर्भाव हो सकता है और न धार्मिक धर्म-शास्त्र का प्रादुर्भाव हो सकता है । इसी लिये उन्होंने अपने वक्तव्य में इन पर जोर दिया है ।

अभी हमारे त्यागी जी ने जिन विचारों को यहां प्रकट किया—मैं उन जैसा समाज सुधार का साधक तो नहीं हूँ, लेकिन उन्होंने जो बातें कही हैं—वे बहुत महत्वपूर्ण हैं—

“Delhi graduate among four call girls held—the girls used to visit luxury restaurants where after picking up “customers” for Rs. 200 or so, each, they took them to guest houses for a “pleasure trip”. One of the call girls who belongs to a well-to-do family of a Tis Hazari court official, told the police that she could be booked on telephone, too.”

यह हिन्दूस्तान टाइम्स कहता है और जैसा उन्होंने कहा—वह ठीक ही है कि सचमुच में गरीबी को ही बचनाम न किया जाय ।

यह आगरा का समाचार है—जो जनता सरकार के समय का है—

“40 call-girls held at Agra—The local police today claimed to have arrested about 40 call-girls after raiding nearly 15 different houses situated in posh localities and thickly populated areas.”

दातार साहब जब इस विधेयक को पहली बार सदन में लाये, तब उन्होंने कहा था—“एक रेड में 140 छोटी बच्चियों का उद्धार किया गया ।” उस समय की मदम्या श्रीमती मुभद्रा जोशी ने उन को धन्यवाद दिया था ।

सभापति महोदया, सचमुच में यह जो सवाल है, बहुत गहरा है, बहुत गंभीर है—इसी लिये मैं आप से प्रार्थना कर रहा हूँ, आशेष में नहीं कह रहा हूँ—कि इस अधकचरे विधेयक को बोझा ठीक कीजिये, इस को प्रवर समिति को भेजिये, ताकि वह पता लगा सके कि इस के क्या-क्या कारण हैं । आज जब हमारे प्रधान मंत्री जी कह रहे हैं कि सामाजिक स्वास्थ्य को बिगाड़ने का एक कारण वैश्यावृत्ति है, तो उस के लिये म जल्दबाजी में इस अधकचरे बिल को पास करें—यह उचित नहीं है । अभी हमारे एक माननीय मित्र कह गये कि यह जनता सरकार है—मैं उन से कहना चाहता हूँ कि यह अभिशाप तो जनता सरकार के पहले से चला आ रहा है, लेकिन यह देश तो अपना है—हम सब को मिल कर इन अभिशापों को दूर करना है ।

एक और समाचार है—

Export of Kerala girls—year 1969;  
Concern over sex racket in hotels—  
Indian girls for Arab flesh-pots—  
7-9-1970 Sex for sale—

इन समाचारों की ओर आप का ध्यान आकृष्ट करने का मेरा यही उद्देश्य है कि यह कितनी लज्जा की बात है—जिस देश में हम स्त्रियों का इस प्रकार से सम्मान करते हैं—

“यत्र नार्यस्तु पूज्यन्ते रमन्ते तत्र देवता ।”

वहां इस तरह की घटनायें हों, यह कितने दुःख की बात है ।

मैं एक दो समाचार आम को और सुनाना चाहता हूँ

Prostitution increasing—1972. Traffick-  
ing in Adivasis girls—Indian Express  
4-4-1971. call Attention in Lok Sabha.

इस पर क.ज.ए.टैन्शन भी आया था ।

Call to abolish system of licensed  
prostitution—Francois Pignier, Presi-  
dent of the International Abolitionist  
Federation.



[डा० रामजी सिंह]

ये सारी बातें मैंने इस लिये कही हैं कि हमारे माननीय मंत्री जी इन पर बड़ी गंभीरता से विचार करें कि किन-किन कारणों से यह होती है। अभी उन्होंने कहा कि जो इन्टरनेशनल कन्वेंशन हुआ था—उस में कहा गया था—इसके कारणों पर प्रकाश डालते हुए श्रीमती हावल-टामस ने कहा—सचमुच में वेश्यावृत्ति के दो कारण हैं—एक तो बेरोजगारी और दूसरे छिपी हुई गरीबी। हम ऊपर में सूखी हंसी, नीलामी हंसी हमते हैं, लेकिन भीतर का “गुह” गरीबी में पड़ा रहता है।

Mrs. Howell Thomas (UK) criticised Street offences Act also.

और भी बहुत सारी बातें हैं। मि० इमाकू कीमूरा, जो जापान के हैं, उन्होंने कहा है कि जापान में जहां 1959 में 18,555 वेश्याएं थी, वहां 1971 में उनको कम करके 5,073 कर दिया है। मुझे मुन कर बहुत अफसोस हुआ कि जब हमारे शिक्षा मंत्री जी ने यह कहा कि जिस निर्वाचन क्षेत्र से वे आते हैं, वहां 40,000 वेश्याएं हैं। यह देश का दुर्भाग्य है कि जो वेश्यावृत्ति के खिलाफ विधेयक लावे, उनके निर्वाचन क्षेत्र में 40,000 वेश्याएं हैं लेकिन इसमें उनका दांव नहीं है। यह तो हमारी परम्परा का दोष है।

इसी तरह से मि० नामल मेकट ने जो एमे-च्योर प्रोस्टीट्यूशन हो रहा है, उसके बारे में बहुत लेमेंट किया है और त्यागी जी ने ठीक ही कहा है कि आज जो वेश्यावृत्ति हो रही है, उसके अनेक रूप हैं, जिन तरह में भगवान के अनेक रूप होते हैं। वेश्या तो उसको कहते हैं जो पैसे के लिए अपने शरीर को बेचती है लेकिन इसके अलावा “सोलीमिटींग” भी है, जिसमें किसी आदमी को आकर्षित किया जाना है। श्री राजा राम शास्त्री ने बताया है—मैं उनके भाषण को देख रहा था—कि जब वे फ्रांस में जा रहे थे, तो सड़कों के किनारे फ्रांस में स्त्रियां आकर्षित कर रही थीं। इस तरह से यह सोलीमिटींग भी चलता है। “एनटीमिंग” भी दलाल की सहायता से होता है। “थोथल्म” की बात आपने कही है और इसको इस विधान के आर्टिकल 3(1) में पनेल आफेंस किया है लेकिन “नाइट क्लब्स” को छोड़ दिया है। दिल्ली में सचमुच में पाप की जननी है और यहाँ पर जो “नाइट क्लब्स” हैं, वहाँ पर “काल गल्स” होती हैं और बड़े बड़े होटलों में काल गल्स होती हैं। इसकी जांच होनी चाहिए और जब प्रवर समिति में यह विधेयक जाएगा, तो इन चीजों पर चर्चा होगी। “नारी निकेतन” में भी व्यभिचार के केन्द्र होते हैं। वहाँ जा कर भी देखने की आवश्यकता है कि क्या करना है और क्या होना चाहिए। . . . . (व्यवधान) . . . .

इसी तरह से और भी बातें हैं जैसे “सिड्यु-सिंग गल्स” और त्यागी जी ने भी “इम्प्रीमिं

बीमैन फार प्रोस्टीट्यूशन” की बात कही है हालांकि इसको पनेल आफेंस क्लाज 5 में किया गया है।

एक चीज और है और वह यह है कि धर्म के नाम पर व्यभिचार हो रहा है। आचार्य रजनीश बहुत बड़े विद्वान हैं और हमारी तरह दर्शन के अध्यापक हैं। उन्होंने कहा “फ्री लव कम फ्री सेक्स”। मैं ने जो फोटो देखे हैं, उनको देखा है और अगर भारतवर्ष की सरकार उसको वर्दाश करती है, तो इस देश से नैतिकता खत्म हो जाएगी। धर्म के नाम पर भी सेक्स होता है और वे मैक्सुअल आर्गों करते हैं। तो ये सब चीजें होती हैं।

कुछ लोग कहते हैं कि रूस में भी ऐसा होता है। जो, नहीं। मैं किसी को दोष नहीं देना चाहता हूँ। हमारे लोगों ने जा कर इसके बारे में पूछा है। रूस की मंत्रियाँ भी यन्त्रकों में आई थीं। उनमें जब इसके बारे में पूछा गया, तो उन्होंने यह कहा कि हमारे यहाँ इस तरह की समस्या नहीं है।

“I also discussed this mater with the lady member from Russia, but they all told me that they have no problem about prostitution.”

श्री राजा राम शास्त्री ने यह भी कहा है कि चीन और रूस का उन्होंने भ्रमण किया था और वहाँ पर उन्होंने वेश्यावृत्ति नहीं पाई। अगर रूस और चीन इस तरह की बात कर सकते हैं तो भारत तो एक धर्म प्रधान देश है और नारी की प्रतिष्ठा करने वाला देश है, क्या वह इस बात को नहीं कर सकता? ऐसा सोचना कि यहाँ पर यह नहीं हो सकता, बहुत सलत बात है और इस पर बहुत गहराई से विचार करने की जरूरत है।

मैं यह भी कहना चाहता हूँ कि इस संबंध में जो एक एडवाइजरी कमेटी बनी थी, उस की रिपोर्ट को भी आप देखें।

Report of the Advisory on Social and Moral Hygiene इस की जो सिफारिशें हैं, उन को भी ध्यान में रखना चाहिए। उसमें कहा गया है :

“Suppression of brotherls meant that the evil of prostitution had spread all over the cities, for, the inmates of the houses, which in the old days were located in certain recognised streets, had now set up their establishments in other parts of the city. Through this diffusion a new class of prostitutes had developed—undeclared, clandestine, on whom the police authorities could have no check”.

इस को भी आप देखिये और पुलिस के अगर लड़कियों को पकड़ कर लाने के घंटे आप ने निर्धारित न किये तो कहीं ऐसा न हो कि रक्षक ही भक्षक बन जाए। यह भी सोचने की बात है।

Encyclopaedia of Social Sciences says, in Vols. XI-XII, page 559:

"The city has not only concealed the supply but increased the demand. The breach of home ties and the anonymity of city life with its absence of the restraining check of neighbour's opinion, combined with low wages and loneliness, conduce to meretricious association rather than to marriage. Prostitution is not a disease of the social organisation; it is only a symptom of the disease"

उसी तरह से एन्साइक्लोपीडिया ब्रिटानिका में भी इसके बारे में चर्चा हुई है। इन सब बातों को बहुत गहराई से देखने की जरूरत है। उसमें कहा है—

"But today prostitution is essentially an urban problem and the vast size of modern cities makes clandestine prostitution so easy that the licensed houses hold only a small proportion of the total number. What proportion it is impossible to say, the estimates freely made are mere guesses".

इस संबंध में एन्साइक्लोपीडिया अमेरिका ने तो कमाल कर दिया है जिसमें कहा गया है—

"Is prostitution diminishing?" Yes and no.

"It is reported that the percentage of American males frequenting prostitutes after World War II is almost precisely the same as after World War I. But it is also said that the frequency of contact with prostitutes is reduced. The reduced frequency is accounted for at least in part by extra-marital intercourse with non-prostitutes—with 'amateurs'."

"Some 69 per cent. of the total White male population, it is reported, ultimately has some experience with prostitutes."

क्या यही हम भारत को बनाना चाहते हैं ?

,सिन एण्ड साइंस' (Sin and Science) एक किताब है। उसको भी आप देखें उसमें क्या लिखा है—

95 per cent American soldiers are susceptible to syphilis and gonorrhea.

ये नागरी समझने की बातें हैं और इन पर गहराई से सोचने की जरूरत है। समापति महोदया, हम तो चाहेंगे कि इस की ग्रहणियत को देखते हुए हमें इस पर बहुत गहराई से सोचना चाहिए। हमारी सरकार न जिस प्रकार से नैतिकता की दिशा में कदम बढ़ाया है और चार वर्षों में देश में मद्यपान को निष्कासित करने की जरूरत को समझा है उसी तरह से हमें इस दिशा में भी तेजी से बढ़ने की जरूरत है। इस काम को हम अच्छी तरह से प्रवर समिति में ला कर ही और गहराई से विचार कर ही कर सकेंगे।

समापति महोदया, हमारे भूतपूर्व कानून मंत्री श्री गोखले ने यह कहा था कि—

Harsh economic realities are the cause of prostitution.

केवल कानून बना देने से ही यह नहीं होगा। मैं भी मानता हूँ कि यह बात ठीक है। यह एक आर्थिक समस्या भी है। इस संबंध में श्री एन० डी० राय ने कहा था—

Laws cannot eradicate prostitution.

हमें इन सब बातों को समझना चाहिए और समझ कर ही इस दिशा में पग उठाने चाहिए। इसके उन्मूलन के लिए जितनी गहराई से विचार होना चाहिए वह नहीं हो रहा है इस संबंध में डा० कै० सी० कंधारी ने कहा था—

There is inter-connection between prostitution and venereal diseases.

अगर हम आज देश में इस वेश्यावृत्ति को नहीं रोकेंगे तो एक दिन समूचा देश बी० डी० का अस्पताल बन जाएगा। इसलिए यह बहुत आवश्यक है। डा० आई० जी० पाण्डे ने कहा है—

Social protest only way to eradicate prostitution.

सोशल प्रोटेस्ट आजकल नहीं है। गांवों में तो सोशल प्रोटेस्ट है लेकिन यहाँ नहीं है। इसी से श्रिज आफ होम टाइज भी हो रहा है। हम को सोचना होगा कि कैसे हम सोशल प्रोटेस्ट को डवलप कर सकते हैं।

इसलिए मैं आप से निवेदन करूंगा कि ये गारे कारण हैं जिनकी हमें जानकारी होनी चाहिए। गरीबी और बेरोजगारी का एक कारण है, सामाजिक परिस्थिति सारा कारण है। धार्मिक कारण अलग है। मैं तो यह भी कहना चाहता हूँ कि एक पत्नी के जीवन

[डा० रामजी सिंह]

रहते हुए दूसरी पत्नी को रखना भी वैश्यावृत्ति है। इस बात पर भी क्रांतिकारी ढंग से सोचने की जरूरत है।

एक बात इस संबंध में मैं यह भी कहना चाहता हूँ कि आज जो हमारे आपस के संबंध टूटने हैं, ज़हरों में जो सूनापन होता है वह भी इसके कारण होता है। इसलिए इस बात को करने के लिए हमें बहुत गहराई से सोचना होगा और इसके उपाय भी सोचने होंगे। इस बुराई को मिटाने के लिए हमें आर्थिक उपाय करना होगा। क्या केवल कानून बना देने से ही इसे हम कर सकते हैं?

इसलिए मैं अपनी ओर से और मदन की ओर से शिक्षा मंत्री जी से कहूंगा कि इस पर जल्दीबाजी करने की कोई जरूरत नहीं है। कोई आममान नहीं टूट रहा है, कोई विदेशी आक्रमण नहीं हो रहा है। मैं उन से आग्रह करूंगा कि सारे मदन की भावना को ध्यान में रखते हुए और इस विधेयक की श्रद्धामयता को देखते हुए इस प्रवर समिति को भेजा जाए। हमारे शिक्षा मंत्री जी स्वयं सात्विक व्यक्ति हैं, हमारे प्रधान मंत्री जी भी सात्विक व्यक्ति हैं। मुझे आशा है कि वे हमारे आग्रह को मानेंगे और इसको प्रवर समिति में ले जायेंगे। मैं सुझाव देना चाहता हूँ कि इसको एक प्रवर समिति के सुपुर्द कर दिया जाए, जहां पर इस समस्या के सभी पहलुओं पर गंभीर सोच विचार हो सके और फिर इसको मदन में रखा जा सके। अभी त्यागी जी ने कहा है कि यह एक कच्चा विधेयक है। इसको समग्रता प्रदान करने की जरूरत है। जनता पार्टी सात्विकता की राजनीति पर खड़ी है। देश को सात्विकता प्रदान करने के लिए वह कृत सकल्प भी है। इस वास्तव यह बहुत जरूरी है कि इसको प्रवर समिति के सुपुर्द किया जाए, यही मेरा अंतिम आग्रह मंत्री महोदय से है।

SHRIMATI BIBHA GHOSH GO-SWAMI (Nabadwip): I will speak in my mother tongue—Bengali.

\*The Government of India had introduced a Bill to prevent trafficking in women in 1956 and it was enforced in the year 1958. Since then nearly 20 years have passed but according to official and non-official reports the problem of prostitution practised openly or secretly has not abated in any way. In fact there has been deterioration in the situation. During the 30 years of Congress rule not only the economic condition of our country deteriorated but there was a steep fall

in social and moral values too. The status of women in the society is the yard stick to assess the prevailing economic condition in a society. The progress of the society is determined by the rights and the status enjoyed by the women folk in that society. It is indeed matter of deep regret that during the 31 years after the independence of the country the prestige and status of women in India far from being elevated has been going down steadily. Mr. Chairman Sir, I would like to substantiate my point by quoting a few lines from page 94 of the Report of the Committee of Status of Women who had gone into the matter in detail. The Committee had observed and I quote:

"Prostitution represents the exploitation of the poor by the rich and of women by men. If women have really to reach the level of equality with men, society should be in a position to ensure economic, social and psychological security for the traditionally exploited women folk. Prostitution is the worst form of women's exploitation and inequality."

"What must be emphasised is the growing commercialization in the exploitation of women and girls. While the urbanization process and industrialisation with its accompanying evils, particularly socio-economic insecurity, poor living conditions, etc., are important forces for the increase of prostitution in recent years, this profession like any other, operates on a commercial basis according to the law of demand and supply. The growing incidence of prostitution in metropolitan cities and urban areas is an indication of the growing demand on the one hand and poverty on the other. Some sociologists have emphasised the role of economic factors, such as poverty, low wages, lack of gainful employment, partial or complete unemployment are contributory factors that constrain helpless women to embrace prostitution."

\*The original speech was delivered in Bengali.

Today the Government have introduced the Suppression of Immoral Traffic in Women and Girls (Amendment) Bill with a view to stopping prostitution in the country. We would no doubt extend our support to this Bill but I will join other members of this House to say that the present Bill is not at all adequate. Once again I will refer to the said Report wherein it has been said, "There is a suppression of Immoral Traffic in Women and Girls Act 1956-1970. The Act aimed at the suppression of commercialised vice and not at the penalisation of the individual prostitute, or prostitution itself."

I would like to say as has already been said by Dr. Ramji Singh that in India attempts are only being made to suppress the problem of commercial vice but I must say to emphasise that it is not at all sufficient to meet the great menace. So long even one woman of our country is forced to take to prostitution—whatever be the reason for the same—be it poverty or unemployment it would be the greatest stigma on the women folk and a matter of great shame for men, and we all have to hang our heads in shame as long as the evil continues in our country. The Constitution of India provides for equal rights for women and the Parliament has also passed some legislation to establish the rights of women legally. But despite all these efforts there has been no real improvement in the status of women of our country. We may pass a legislation but it will remain a piece of paper or a few dead letters on the Statute Book, if the prevailing social conditions are not conducive to its successful implementation. This is what has exactly happened in India. Mention has already been made about the necessity of liberating the women who have become victims of immoral traffic. The problem is to rehabilitate them in social life, to give them proper treatment, offer them vocation and above all to rehabilitate them and bestow upon them the pride and prestige of a family life. But under the social structure

of our country, I am afraid, it will not be possible to achieve these objectives. A little while ago Dr. Ramji Singh was referring to the social set-up in Soviet Union. It is known to all that in all the class, societies, that is, in all capitalist countries of the world like America, Britain, France, Italy etc. the evil of prostitution not only exists but it is thriving day by day. As contrasting to this in all the Socialist countries the evil has been eradicated completely. In fact, 1/3rd area of the world (under socialist rule) prostitution does not exist. It is but natural therefore that the women of the capitalist countries are eagerly awaiting to see when socialism will usher in their country because only with advent of socialism will end prostitution and the ills that go with it. In China, prostitution was in vogue for hundreds of years but with the advent of the Communist regime the evil has been eradicated completely. The practice of "Yellow Card" has gone for ever from China. Shri Vayalar Ravi and others have referred to about the age-old social tradition of prostitution prevailing in our country. From their talks it appears as if prostitution is a necessary evil and we have to put up with it. But I differ entirely with them. The Socialist countries of the world has proved that such a "Necessary evil" can also be eradicated fully and completely and if it can be done there why can't we do it in our own country. Sir, I have already said how the "Yellow Card" has disappeared from China. I would like to give a very decent example, that of Vietnam. South Vietnam has gained independence for the last 3 years and within this short period of time Vietnam have successfully ended the practice of prostitution in whole country. If we look closely to the problem and the way they were tackled then we will find that all these socialist countries were able to achieve their objective because they first eliminated the causes that compelled women and girls to take to prostitution. They are able to create equal job opportunities for women,

[Smt. Bibha Ghosh Goswami]

ensured equal status for women in society and assured full dignity for her in their own country and thereby they were able to give birth to a new society. In our country nearly 80 per cent of the population is living below the poverty line. The light of education has failed to lit up the dark remote corners of the country; and people are suffering from acute unemployment. The incidence of unemployment in the case of Indian woman is very acute and the situation is worsening day by day. According to the published figures in 1961 28 per cent of the women population of our country was engaged in gainful employment but this figure was reduced to 11.8 per cent in 1971. To put it in figures during 1971 out of a women population of 26.40 crores only 3.13 crores had jobs and the rest 23.17 crores had no jobs for them. Not only the job opportunity in our country is little or negligible for women but there is a steady fall in their status too. The mortality rate of women in India is more than that of men.

If we glance through the figures for the last 20 years we will find that the women—men ratio is also falling. As against 1000 men there are only 932 women in our country. The story is the same in the sphere of education where the progress of education for boys is more than that of the girls. The unemployment situation in rural India has assumed a frightful position. According to the available reports about unemployed women in India there were about 30 lakh women who were completely unemployed, those who were half employed numbered 1.52 crores and those who were nearly unemployed were 1.76 crores. These figures glaringly show the extent of poverty that is prevalent in our country and, where poverty is so acute, where opportunity for employment is so meagre it is but natural that traders of women flesh in the cities will take advantage of the situation and exploit the poor girls and entice them to take to prostitution. The evil of dowry continues

unabated in our country. And this has given further fillip to the problem of prostitution. In fact the twin evils of dowry and prostitution are thriving side by side. Women in our country has been reduced to a commodity. She can be sold and purchased and the village labourer has to pay to buy a bride for himself. I would like to quote from the Status Committees Report to show how economic conditions are compelling the village girls to take to prostitution. The Committee has observed and I quote:

"Prostitution is the only way open to women to earn a livelihood for the family. No stigma is attached to the women if she brings wealth or income from prostitution to her natal or conjugal home. A recent study of the immoral Trafficking in women from the Purola Block of Uttarkashi, district, (U.P.) reveals that a large number of girls from the lower socio-economic communities go in for prostitution. In 1969, 45 women had entered and remained in this profession for 3 years. It was estimated that about approximately 500 families were dependent on this profession on account of extreme poverty. 60 per cent of girls from Rewain area were operating in Delhi and 77 agents were engaged in procuring women for prostitution. The causes for prostitution were the high bride price and consequent indebtedness of the couple who were forced to work as bonded labour. The girl was then compelled to earn money to free the family from this debt through prostitution. In other cases, a man from a higher caste may pay bride price and contract a marriage with one or more girls of a poor family and take her to Delhi and sell her into the trade."

"Large number of prostitutes also come from a group of women who have been deserted or abandoned by husbands and have no other source of income or employment open for them."

**About Calcutta the report has said:**

"According to the Commissioner of Police, Calcutta, a large number of middle class families are surviving on

income from prostitution, in the absence of alternative avenues of income. A number of these women are educated and quite a few are even graduates." I am reminded of what an old prostitute of Uttarkashi had said to the group surveying problem of prostitution. In fact this issue was raised in the House a couple of years ago. The old prostitute had said that it would be impossible to prevent the girls of landless labour families from taking to prostitution and the only thing that can keep the young girls at home is the green blooming fields. In other words as long as the village landless do not own land or have their means of livelihood their women would always be tempted or compelled to come to the cities to take up prostitution as their vocation. If we are really serious to eradicate the evil of prostitution from our country then instead of trying to approach the problem superficially we have to search for the roots of the matter and destroy them completely. Unfortunately the present economic structure of our society is so fashioned that it creates compelling circumstances for women to take to prostitution. The situation can be remedied only when we are able to restore to the exploited and the neglected masses of our country their rightful place in the society, give them the ownership of land and a right to work. The entire economic setup of the society is to be restructur-

ed and we have to bring an end to the monopoly control over land and industry which is prevailing in our country today. When every common man of our country—the poor and the exploited—get a right to work then the lot of women folk will improve along with improvement in the condition of the general masses. (*Interruptions*) The signs of struggle by exploited masses for their own liberation are already visible. More and more women are coming forward to take part in this struggle to put forward their claims for work, for land for equal rights and for equal wages for equal work. They are struggling to create a new vista where the Indian society will lead itself, step by step towards the creation of a socialist society where every women will have right to engage in socially productive work, where the Indian women will gain a right to sacred motherhood real or potential only then commercial trafficking in women will come to an end and Indian women will breath fresh air free from bondage and will be able to lead a life beautiful and socially useful.

MR. CHAIRMAN: The House stands adjourned till 11 A.M. tomorrow.

18.01 hrs.

*The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, November 22, 1978/Agrahayana 1, 1900 (Saka).*